Weather

Fine, cool weather.) The maximum temperature yesterday was 77.0 and the minimum 55.6, the figures for the corresponding day last year being 77.7 and 53.8.

The China Press
大陸報

The Mail Days
MAILS for U. S. and Europe, Str. Pres. Jackson, Ord. 5 a.m. today.
FOR Europe via Suez, Str. Angers, Oct. 14.
FROM U. S. and Europe, Str. Nanking, Oct. 11.
FROM Europe via Suez, Str. Dongola, Oct. 12.

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PEKING HEARS FRENCH PLAN TO DOMINATE VLADIVOSTOK

Transfer Of Wrangel Army To North Reported

"TO PROTECT R'Y"

Scheme Also Mentions Possible Transfer Of Annamites

BY JOSEF W. HALL
Staff Correspondent the China Press

Peking, Oct. 6.—There is a growing belief here that Vladivostok will be occupied by other than anti-Bolshevik troops after the retirement of the Japanese.

In this connection it has been rumored that the French are planning either to transport the remnants of General Wrangel's troops to Vladivostok, or alternatively, to take in a large force of Annamites from Indo-China. The reason for these moves, the reports say, "is to protect French interests in the Chinese Eastern Railway."

These rumors, it must be added, have not been substantiated.

Japanese Troops Now In Vladivostok

(Eastern News Agency)

Tokio, Oct. 5.—The Japanese contingents to Siberia on the 3rd instant completed their third evacuation between Ugorinaya and Vladivostock. All Japanese troops, who have hitherto been stationed in the district have been concentrated in the city of Vladivostok, to be sent home later on.

AMERICAN MAIL GOING OUT TODAY ON PRES. JACKSON

Next Incoming Steamer From States Is The Nanking Arriving Wednesday

Mail for the United States to go on the steamer President Jackson will be received at the American Post Office up to 8 o'clock this morning and according to published schedules no other mail boats will be leaving for America before October 17 when the President Taft sails.

The Jackson docked at the Standard Oil Wharf yesterday afternoon from Hongkong and is to sail shortly before noon. The tender with outbound passengers for the ship is to leave the Customs Jetty at 10 o'clock this morning. The Jackson which is an Admiral Linesteamer, is due in Seattle on October 24.

The Canadian Pacific Steamer Empress of Russia sailed late last night for Vancouver, B. C. and the Tenyo Maru of the T.K.K. is due off Woosung early today and sails for San Francisco late tonight. Incoming passengers from the Tenyo Maru are to arrive by tender at the Customs Jetty about 9.30 o'clock this morning and the outbound tender for the ship is to leave the jetty at 5 o'clock this afternoon.

The next incoming mail from America is to arrive on the China Mail steamer Nanking next Wednesday.

Banquet Is Tendered New Swedish Consul

Mr. J. de Lilliehook, new Swedish Consul-General was the guest last evening at a banquet given in his honor at the Astor House by the Swedish Foreign Society of China. Mr. Lilliehook arrived in Shanghai about two weeks ago, succeeding Baron C. Akerhielm.

CHINESE MAKE ANNUAL SACRIFICES TO WAR GOD

Colorful Scenes At Early Morning Ceremonials In Temples, With High Military And Civil Dignitaries Taking Part In Elaborate Rites

By Larry Lehrbas

Clattering hoof-beats on the flag-stones of the dim, winding and dirty lane between the somber Chinese houses and shops served as the alarm hastily we swallowed the last drop of tea and hurried out into the murky street itself.

The Autumn sacrifice to Kwan Ti, the God of War and Military Sage of China, was due to begin within the minute at the Kwei Ti Miao just a few steps down the road near the Old West Gate—and sacrifices and ceremonials don't wait for the ordinary run of mortals, including newspaper reporters, when they've dragged the Military and Civil Governors of the province out of bed at that unearthly hour to carry out the ancient traditions.

The Kwei Ti Miao, or Temple of the God of War, is only a few steps off the Boulevard des Deux Republiques, that strangely cluttered road that separates the Chinese City from the French Concession, but it is hidden in the innermost recesses of an ancient labyrinth under the cold starlight. Only here and there are lights flickering or bellows-fed founder's flames sprinkled about in the dark. The packed masses of humanity are not yet stirring about and the cobble-stones resound to the tread of your feet echoing and re-echoing hollowly

SOLDIER ON GUARD

Before the temple, however, at that hour this morning a soldier spic and span, leaned on his rifle. Two policemen—in their inspection clothes—came out the narrow alleyway that led to the temple itself, it was easy to find

Inside is a courtyard, flagged with rounded stones and lighted only by the stars shining coldly overhead. Two trees stand sentinel over the sacred spot. In the center of the courtyard is a tall bronze incense tripod lonesome in its graven dignity.

And no one there but three policemen in black uniforms with silver stars on their collars leaning sleepily on their guns!

Ten minutes pass—and then more policemen arrive and station themselves about the courtyard, two standing sentinel on the steps leading to the shrine. And then four or five straggling early-rising citizens arrive to inspect the scene of the sacrifice.

Kwan Ti, the grim visaged God of War, sits enshrined at the far end of the court-yard, decked out in gorgeous gold and green robes with heavily brocaded twisting dragons for the special occasion of the sacrifice. On one side stands a 12-foot figure garbed only in brilliant paint who wields a huge embroidered fan to keep the flies off the Chinese Mars. On the other stands Chou, the faithful servant, who has held the reins of his Red Charger down through the centuries.

BIG INCENSE POT

Before the huge effigy of the god is a large red-lacquered incense table, covered with gilt characters and incense-burners, two large tablets, and two burning red candles. Chinese gods seem to have a penchant for red and gold. Between the incense table and the enshrined and highly venerated warrior god lay the sacrifices—an ox that had been skinned the night before after it had made its little farewell bow before Kwan Ti, and a goat that had bobbed its horns for the last time shortly after. The ox's haunches hang over the sacrifical rack and drag on the ground. Its head flops contentedly to one side as though totally disinterested in the proceedings about to begin.

On either side of the altar to the Chinese Mars are long tables with 12 red and gold tablets on each and a clutter of incense-burners in weird designs, sacrifical baskets filled with various fruits and grains, and a few bunches of green grass, evidently for the spirit of the Red Charger, Kwan Ti's famous legendary horse.

The stars began to grow dim and the clock ticked 5:30, but still the Military Governor and other military notables hadn't shown up for the event of the day.

Five forty-five o'clock—and a clatter at the entrance to the court-yard. And then a butcher, out of breath and panting, came hustling in with a hog thrown over his shoulder. The hog, stamped with the purple pure food seal of the meat inspector, nearly missed the big moment of its life—or rather its death!

THE OX REBUKED

The hog was placed on the other side of the sacred ox, it's tail dangling daintily over the end of the decorated platform. And then to put a finishing touch to the picture the butcher ran a rope through the oxen's nose and yanked his head into place so the proper esteem should be shown the mighty warrior of the ages. The gold and red plaque over the shrine informs the world it's "ten thousand ages."

Shortly after 6 o'clock another disturbance at the courtyard entrance admits a high civil dignitary. He is clad in full dress clothes, foreign style, and literally plastered with decorations and medals of varied hues. Topping all in grandiloquent majesty is a high silk hat. He walks

(Continued on Page 2)

ALL SHIPPING BOARDBOATS MADE DRY BY U.S. DECISION

Ruling Will Hit "President" Liners On The Pacific

"ONE MORE TRIP"

Ships Now Abroad May Return To Home Ports "Wet"

(Reuter's Service)

Washington, Oct. 7.—Mr. Daugherty, the Attorney-General, today formally expressed the opinion that the transportation or sale of alcoholic liquors on an American ship, whether privately or Government-owned, was illegal. It was also illegal on foreign vessels within three miles of the coast.

It is understood that this ruling will be effective immediately upon receipt of copies by the Secretary of the Treasury and Mr. Lasker, Chairman of the Shipping Board, but that American ships abroad may return before the ruling is applicable.

Mr. Lasker, interviewed, said that he thought that the injunction sought by foreign ships would prevent the enforcement ruling against them pending a decision by the Supreme Court.

Aero Workshops, Latest In Flying

(Reuter's Service)

London, Sept. 1.—There is now being built for the Air Ministry the first flying stores and workshop ever constructed in this country. The machine has a large fuselage and is to be used to carry spare parts with operating air fleets. This will avoid the necessity of an aeroplane having to return to headquarters to obtain the necessary spare parts for repairs when some slight trouble has developed or, as an alternative, having to make a forced landing.

If a pilot, when flying on manoeuvers, develops trouble of some sort, he will signal to the flying workshop which will carry spare parts of the type that are being used in the unit. The two machines will then alight in some suitable spot where the necessary work can be done. As soon as the first flying workshop is completed and satisfactorily tested, a number of similar craft will be built.

-:- The Chinese Mars -:-

KWAN TI, THE GOD OF WAR

Tuchun Li Hao-chi Ready To Flee; Ultimatum From Little Hsu Expires Friday

Reconstructive Army Now At Kuokow, Less Than 10 Kilometers From Foochow; Cruiser Haiyung Arrives, But Is Non-Committal

As a result of the successful drive by Generals Hsu Shu-tseng and Hsu Chung-chi from Yenping to Kuokow, Tuchun Li Hao-chi of Fukien is planning to flee from the capital, Foochow, which is less than 10 kilometers from the captured city, according to an Amoy telegram. Kuokow is on the Mingkiang, on which transportation of troops down river would be very easy.

The ultimatum of Little Hsu to General Li expired on Friday. Although very little reliable news has been allowed to come out of Foochow, it is understood that Li will accept the suggestion of 'Little Hsu' and take to his heels. The cruiser Haiyung has arrived in Fukien waters upon instructions from Admiral Sah, but is standing by, apparently assuming a non-committal attitude.

The text of Little Hsu's ultimatum to Tuchun Li is as follows:

VISIT UNSATISFACTORY

"I trust you have received my telegram under date of the 2nd inst. I called on you last Spring when I laid before you my plan for national salvation, which met with no sympathetic consideration from you. Although I left you in disappointment, I still entertained the hope that you might some day realise the wisdom of the scheme. Several letters were addressed to you recently but I understand you regarded them as job-seeking epistles, contrary to my original expectations from you.

"Lately you have been flattering dignitaries of the corners of the world in order to retain your position and influence. As a man and soldier controlling a territory stretching over thousands of li, you have bowed yourself low, humbly seeking the favor of those in power. I wonder if you have ever considered these acts in the stillness of the night and realised how disgraceful it is for you to conduct yourself in that way. You have not only disgraced all your relatives, like myself, but also have betrayed others' confidence and sold your friendship for money. Let me point out a few instances for your own consideration:

CRIMES ENUMERATED

"1.—Marshal Tuan Chi-jui has been a man of principles, loyal to the nation and respected by the people at home as well as abroad. The world knows that you had been trusted and assisted by him to a large extent. When he was in power, your acts rather conformed to the principles he had laid down so you had committed no grave errors. But as soon as he had gone out of power, scarcely a day passed without your struggle for selfish gains. No longer you cared for the welfare of the nation: no longer you considered the hap-

(Continued on Page 3

AMERICAN'S BODY FOUND FLOATING IN THE WHANGPOO

Young Man, Not Long Dead, Believed Named Tucker

The dead body of a young American named Tucker was found floating in the river above the International Settlement yesterday afternoon by River Inspector Mellows and was taken to the public mortuary.

Whether the dead man was a workman on a ship, whether he was killed, or whether he was a "beach comber" here is unknown. When the body was found it had not been floating in the river very long and looked as though life had not been extinct for more than four hours.

The police found the name Tucker on the inside of the waistline and an American shield, tattoed on the right arm, gave them an idea as to the dead man's nationality.

A coroner's jury will meet at the United States Court for China this morning at 10:30 and go to the mortuary to view the body with United States Commissioner Lurton and United States Marshal Porter.

AMBAN REINSTATED

(Reuter's Pacific Service)

Peking, Oct. 7.—A Chihling mandate reinstates Mr. Chen Yi as Amban of Urga, Uliassutai, Kondo and Ulianghai.

The Mongol representatives at Peking headed by Prince Cheh Chen-han, have again presented a petition to the President, through the Tibetan and Mongolian Affairs Bureau, urging active measures to bring about the withdrawal of "Red" forces from Mongolia.

THRACE TO BE RESTORED TO TURKEY ONE MONTH AFTER GREEKS MOVE OUT

Kemalists Win Tremendous Concession From Allied Representatives, Sitting In Conference At Paris; French Support Turks

BRITAIN, FRANCE, ITALY REPRESENTED

Decision Probably Means Removal Of Threat Of Immediate War, Although England Continues To Send Stream Of Transports To Troubled Zone

(Reuter's Service)

Paris, Oct. 7.—The conference between M. Poincare, Earl Curzon and the Italian Charge d'Affaires has concluded, with an agreement on the means of resuming the Mudania Conference.

It is confirmed that Thrace will be restored to Turkey a month after the date of the Greek evacuation.

(French Wireless)

Paris, Oct. 7.—The conference between Earl Curzon, Lord Hardinge and M. Poincare began at 11 o'clock yesterday evening and later they were joined by the Italian Charge d'Affaires, in the absence of Count Sforza. Experts were also present. The conference ended at 2:15 this morning.

Lord Curzon, interviewed on leaving, said that they had made good progress and were meeting again at nine o'clock.

The strictest secrecy has been maintained but a Havas correspondent says that it appears to have been agreed to permit Turkish administration and gendarmerie to occupy Thrace as the Greeks retire, the Allied contingents withdrawing from Thrace after a month, when the territories will be completely restored to Turkish sovereignty. Final instructions to the Allied High Commissioners to this effect, the correspondent adds, are to be drafted at the next meeting.

(Reuter's Service)

London, Oct. 7.—The next step regarding the Near East depends upon the Paris conference. The result of the adjourned meeting is anxiously awaited, particularly in view of definite reports from Constantinople that the French General, on instructions from M. Franklin Bouillon, has agreed to support the Turkish demand for immediate occupation of Thrace.

Meanwhile, Turkish cavalry has invaded the neutral zone near Ismid, opening up a possibility of dangerous incidents.

The Daily Express says that it understands from a high authority that the Government has definitely decided not to oppose the Turks crossing the Bosphorus to Thrace but to hold Chanak and Gallipoli. The report is entirely unconfirmed.

Malta, Oct. 7.—That Great Britain is leaving nothing to chance in the Straits is shown by the continual stream of transports, warships and naval auxiliaries going there. Five fresh transports are on their way to the Straits while quite a fleet of oilers is likewise on its way there.

(Reuter's Service)

Paris, Oct. 7.—Authoritative French circles assert that Allies have agreed regarding the arrangements for the Turkish occupation of Thrace and that the question of whether the occupation is carried out in a month's time or when peace is finally concluded is regarded as only of secondary importance. It is further stated that M. Venizelos told M. Poincare in the course of a conversation that he would be resigned to the abandonment of Thrace and even to the ultimate restoration of the pre-war Turkish frontier beyond Maritza. He is also said to have raised no objections regarding the protection of Christian minorities as a plan to repatriate Greeks in Thrace. The new Greek Foreign Minister, M. Politis, is reported to be in entire agreement with M. Venizelos and to have told Mr. Poincare that he has instructed Athens to stop the despatch of reinforcements to Thrace.

Athens, Oct. 7.—A significant semi-official communication to the newspapers says that the Government is faced with the alternative of accepting the Allied Note regarding the restitution of East Thrace to Turkey or of offering battle at Chatalja, risking the very existence of the State. The leaders of the country, particularly the military leaders, will be called upon to express their opinion and decisions will be taken accordingly.

London, Oct. 6.—The Near Eastern news damped the revival of confidence at the opening of the Stock Exchange today but the position later became more cheerful when Paris came as a buyer of favorite securities. Nervous-

COHEN'S MEN STRIKE AGAIN; 2,700 OF HIS RICSHAS IDLE

Foremen Refuse Licenses Till Demands Are Met

BOTH SIDES FIRM

Proprietor Says He Made Concessions

A strike of the ricsha foremen of the Star Company took approximately 2,700 ricshas out of service in Shanghai yesterday—more than a third of the total number of public ricshas licensed by the Municipal Council—and indications last night gave no promise of an early settlement.

Each side in the controversy places the blame for the strike, which resulted in a noticeable scarcity of richas in many parts of the Settlement yesterday, upon the other and each avows its intention to stand firm and make no compromise. The ricsha foremen who take the vehicles out and dispose of them to sub-foremen and the coolies, have presented certain demands to the Star company. Mr. Cohen, head of the company, declares that he agreed to the original stipulations put forward by the foremen, but that they have now come forward with additional demands and have refused to listen to a reasonable adjustment.

HAS 3,000 RICSHAS

The Star company operates about 3,000 ricshas, which are handled by 30 foremen with depots in various parts of the city. Following difficulties some weeks ago, when certain demands with regard to the reduction of the scale of rates assessed for damages, etc., were made, the foremen have held several meetings and early last week demanded of the company that no fee be charged for ricshas on days when the weather was such as to make their hiring out to coolies impossible.

Mr. Cohen stated yesterday that a committee of eight of the foremen came to him Friday, he supposed for an answer to the demand made, but he found, he said, that the foremen had now formulated a list of ten demands. The request that no fee be charged for ricshas on "typhoon" days, Mr. Cohen said, he readily granted. Another demand was made for a reduction of $1 in the charge made for ricsha aprons. This point also was satisfactorily settled, Mr. Cohen said, the foremen

(Continued on Page 3)

ness also characterised foreign exchange. The market finished steadier. Marks went to 9,32[illegible] and closed at 9,525.

London, Oct. 7.—In a letter to the Times today Mr. Bonar Law firmly supports the Government's military action in the Near East and declares that the danger of trouble in India through the supposed British breach of pledges would be nothing in comparison with the danger arising from the consequences of what would be regarded as British impotence had we withdrawn before the victorious Turks.

Moreover, a Turkish advance would have involved Thrace and Constantinople and horrors similar to those in Anatolia, with a virtual certainty of war throughout the Balkans. Nevertheless, we are there by the will of those powers who won the war, including America. The British Empire ought not to show hostility or unfairness towards the Turks. On the contrary, the Allied proposals are certainly fair to them and we ought not to go beyond them.

The prevention of massacre in Constantinople and the Balkans and the retention of the freedom of the Straits are world interests. We cannot act alone as the policemen of the world and, therefore, our duty is plainly to tell the French that the Allies' position in Constantinople and the Straits is as essential a part of the peace settlement as the arrangements with Germany and if they are unable to support us there we shall have no alternative except to imitate the United States and restrict our attention to safeguarding the more immediate interests of the British Empire.

Correspondence

GERMANS IN THE CUSTOMS

Editor, THE CHINA PRESS

Sir.—Permit me some space in your paper to thank Mr. C. Wong for his excellent letter on above subject. Being one of the discharged Germans who once held a high position in the Customs service, I am still in China today due to my exemption from Repatriation in 1919, which exemption I then understood to mean, that after Peace had been signed, my services would still be required. Now of course I know better, but in the meantime while waiting for Peace between China and Germany to be signed, I have had to use up every cent saved. I have been to all the local German firms to apply for a position, but everywhere I am sent away with the words: "you are too old." My arguments, that I don't feel old, that I can work and want to work if only given the chance to prove it, are of no avail.

When China last year revoked all her war measures, the Chinese Government, through the Shui Wu-Chu, requested the Inspector General to re-employ the Germans. This the Inspector General flatly refused to do, and I myself have given up the idea of ever regaining my former position, but I still carry the hope that I may be included in the pension-system. We few 'exempted' still in China (about 20) are hoping against hope and our position is daily growing worse. We have no spokesmen. Men like Mr. C. Wong are needed to tackle the question and bring the matter to the notice of the Shanghai Chamber of Commerce (Chinese) and let the Chamber strongly recommend to the Chinese Government in Peking to see that we old servants who have given all our life to China, be pensioned off. I am, Sir, Yours faithfully,

"One-of-them."

Shanghai, October 6, 1922.

Weihaiwei Body In Second Session

(Reuter's Pacific Service)

Weihaiwei, Oct. 7.—The second meeting of the Weihaiwei Retrocession Commission was held on Wednesday, when Admiralty requirements were further discussed. The future administration of the island was also discussed. The discussions were again of a provisional nature. It was agreed that both delegations should refer certain points to their respective Governments.

The third meeting was held on Thursday, when the provisional proposal regarding the retrocession of the territory generally were read over to the Chinese delegation, who requested a written statement and reserved all comment.

At the fourth meeting, which was held today, the minutes of the last two meetings were passed.

The next meeting will be held on Monday.

Here Was A Job For The Launching Party

The accompanying photographs show the steamer Fook Yuen, which stranded along the Yangtsze below Kiukiang some weeks ago, and illustrate the difficulty experienced in her relaunching, a task which was accomplished, however, with admirable despatch and without any damage whatever to the ship.

The Fook Yuen, when she went ashore, was on her way down to Shanghai, where she was due for repairs to her upper works, which had been damaged by junkmen on the Upper River, they taking this method of showing their disapproval of the vessel carrying cargo which they thought should only be carried in junks. After the Fook Yuen stranded it was found that she was hard and fast on a mud bank with almost ¾ of the total length of the vessel aground, the remaining part overhanging the bank with six fathoms of water at her stern. The declivity of the ship was about ⅞ of an inch to the foot and the position being almost at right angles to the river.

An attempt was made to break the bank by under-digging and shoring the fore end up with heavy shores and the use of screw-jacks; and washing away the mud by use of the ship's own propellers, with anchors laid out in the river. This was found to be successful and being repeated soon broke the bank in stages, the digging being kept up continuously until the vessel was almost altogether afloat. Then the tugs Yang Sing and Vulcan assisted in attempting to move the vessel from port to starboard, which they did to about 18 degrees. The after peak was then filled with water and all heavy weights moved aft, and the weight of the ship forward being eased by the aid of screw-jacks and shores more trenches were dug from 3 feet to 6 feet deep on both sides, as far into the water as the men could work, the vessel then slipped off, after a few more wriggles from side to side by the Vulcan together with the Fook Yuen's engines going half-speed. The vessel then proceeded to Shanghai, being docked there for examination.

Much credit is due to the launching party from the Kiangnan Dock and Engineering Works and Captain Bojan, who worked together and got the vessel off without the slightest damage.

Peking Man Makes Fine Driving Record Across Gobi Desert

H. L. Ricks, Of Honigsberg Co., In Fast Trip to Urga

Mr. Howard L. Ricks, Manager for North China of H. S. Honigsberg and Co., Inc., has again put the Buick Four on the map.

Accompanied by four Chinese officials and with 1,000 lbs. of baggage, Mr. Ricks drove a Buick Four from Kalgan to Urga and return, a distance of 1,348 miles at an average of 17, 3-10 miles per gallon. This is quite a record considering that there are no roads, and the route leads across the Gobi Desert. The trip took five days.

2 DIE IN BLAST

(Reuter's Service)

Amsterdam, Oct. 7.—Two persons were killed and three injured by the explosion of a wagon load of explosives at Oldenzaal today.

Chinese Make Annual Sacrifices To War God

(Continued from Page 1)

through the courtyard and goes behind the shrine.

Behind the scenes the temple monks are sucking their breakfast, clicking their chopsticks with reckless abandon in order to get enough to eat before the military officials arrive. Two or three are still washing their sleepy eyes. A coolie is dusting several beaded lanterns, shortly afterward to hang in the shrine.

The policeman standing guard at the temple steps is the only one around who speaks any English. He speaks enough to tell me he's been to America and England. Then another gorgeous personage approaches—the policeman, soto voice, tells me its 'police big boss'—and the Chief of the Woosung and Shanghai Constabulary, with uniform of robin's egg blue with red seams down the sides, flocks of gold braid of his shoulders and around his neck, a sprouting white plumed cap and shiny brass spurs—joins the other supers behind the scenes.

FLUTE BREAKS SILENCE

More join him within two or three minutes and then a Chinese flute, high and clear in the early morning, trills as the clock strikes seven. Carpets are hastily rolled across the end of the courtyard and General Ho Feng-lin, Military Governor of Sungkiang and Shanghai, Civil Governor Han of Nanking, five other gorgeously decked-out military officials and one other civilian in full dress and top hat facing the shrine, General Ho slightly in front.

A chanter stands on the stone steps and in high sing-songy voice begins to recite the deeds of Kwan Ti. Kwan Yu, as he was first known, was a native of Hsieh-chow, Shansi, who when still a boy got his first taste of blood by committing murder. He had to flee from his native place and his ancestory and real name is hence shrouded in mystery. After wandering about for some time he joined Liu Pei, the founder and first Emperor of the Han dynasty, and with Liu and Chang Fei swore the famous "Peach Garden Oath" which bound the three together through life forever to fight side by side, live and die together.

The chanter's first verse ended as the flute and drums sounded again. The officials removed their hats as with one hand and made a stiff, formal bow.

Then an official conductor took General Ho to the shrine where he bowed once and held up a red basket and bronze wine cup before Kwan Ti's image, and once before the incense table with the special tablet, before retiring to the music of the flutes and drums.

The chanter takes up the tale again—of how Kwan Ti became noted as a warrior during the turbulent period known in Chinese history as The Three Kingdoms, and continued faithful and valorous, conquering his and his king's enemies until he was finally captured by Sun Chu'an and put to death in 219 A.D.

Again the trilling flutes and beating drums, and then Civil Governor Han, a little man in ordinary Chinese clothes and big bone-rimmed glasses, performs the same ceremony as had the Military Governor.

HE BECOMES A GOD

The chanter continues the tale of the mighty Military Sage and tells how he was first ennobled as a Duke in the 12th Century a little later raised to the rank of Prince, showered with more honors by the succeeding regimes until he was finally made a god in 1594 by Wan Li, the famous Emperor of the Mings.

Kwan Ti has many famous titles, the chanter sang—"Marquis of Martial Dignity," "Illustrious Martial Prince," "Loyal and Gracious Duke," "Prince of Martial Dignity, Righteousness and Courage," and more—the sky, apparently, was the limit, and other titles forgotten merely because of a shortage of adjectives.

Again the flutes accompany General Ho as he repeats the ceremony of lifting a piece of the ox's flesh over the sprawling dead ox with a gesture toward the ennobled pig and the highly honored goat, and then back to join the stiff mannikins standing in a row on the carpet.

The chanter, now assisted by a long shrill flute, points a word picture of the glorious deeds Kwan Ti has performed since he became a citizen of the spirit world—deeds that would turn Sir Oliver Lodge green with righteous envy—of the time when the farmers crops were about to be killed by the incessant rain and a cloud of yellow appeared over Kwan Ti's temple in Peking.

LICKS THE RAIN DEVILS

A battle with the rain devils—for Kwan Ti is also the Weather God as well as the god of several guilds and the village god of hundreds of villages dotting the plains and mountains of China—and the rain ceased.

Then a new note, higher and noisier than ever before—like a Scottish bagpipe—sounded, the drums beat, the flutes piped, and General Ho and the dignitaries bowed three times as the monks carried a piece of the ox's flesh, a few grains of rice and the tablet covered with characters describing his good deeds and burned them in the gigantic incense burner in the courtyard. One more bow and the sacrifice was ended.

The musicians bundled up their flutes and drums and bagpipes and were swallowed in the next alley. Two or three of the military officials came from behind the scenes once more still dolled up in their uniforms and Prince Albertesque garb, but carrying their beplumed caps and high silk hats carefully in hat boxes to be guarded until the next ceremonial or affair of state, and disappeared in various nooks and crannies. The monks disrobed Kwan Ti of his gorgeous raiment and packed it away in moth balls and camphor chests and slapped up the shutters to the shrine.

Kwan Ti had been duly and properly propitiated until next Spring.

MILLER RENOMINATED

(China Press Service)

New York, Oct. 5.—The Republican State Convention at Albany has renominated Governor Nathan L. Miller for their candidate for Governor.

Governoor Miller will be opposed in the November elections by former-Governor Al Smith on the Democratic ticket.

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80 to 100 mow, northern or Yangtszepoo District, or Western District beyond the settlement

20 to 100 mow suitable for godown, Woosung, with river frontage.

Full information concerning any of these will be gladly given if you will call at our office.

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EVERLASTING AS THE HIMALAYAS
INCORPORATED

A copy of our prospectus will be sent to you on request.

YOUR WIFE AND YOUR ESTATE

"My wife is a woman of more than ordinary intelligence but understands nothing about investments and most business transactions. This causes me anxiety and puzzles me to know just how to protect my family in case I am taken away. Stocks and bonds would be almost a burdensome inheritance to them. Under these circumstances can you advise me how to invest my money to the best advantage?"

This question is very frequently asked by responsible business men, and constitutes a great percentage of most married men's worries.

Let us help you out of this dilemma. A life insurance policy with this company will remedy this trouble, as it insures the payment to your dependents of a certain sum of money in case of your departure. This can be paid in one installment or in periodical installments, thus guaranteeing a steady income enabling your family to take care of their financial responsibilities as they are incurred.

We will be glad to have you call on us at any time, or send in your request for full information.

ASIA LIFE INSURANCE COMPANY, INC.

OPERATING UNDER AMERICAN CHARTER.
MAIN OFFICE:
15 NANKING ROAD,
SHANGHAI
Telephone Central 1861

Authorized Capital: G$500,000
Capital and Surplus paid in: C$150,000

BRANCH OFFICES { CANTON Missions Building; HANKOW 1 Tungting Road; PEKING 144 Hatamen St.

Agencies in principal cities throughout China.

Tuchun Li Hao-chi Ready To Flee; Ultimatum From Little Hsu Expires Friday

(Continued from Page 1)

piness of the people. Tuan had the interest of the nation at heart. Your treason against Tuan is equivalent to treason against our country. There is absolutely no loyalty in you.

"2.—Fukien and Chekiang had been close allies. Genera. Lu Yung-hsiang of Chekiang is a man of virtue and high ideals. Among the rank and file of the Peiyang party, he has been regarded as our leader. When Marshal Tuan ruled the country, you dogmatically followed the direction of General Lu. But once Tuan left office you at once turned your face from Lu, sent large quantities of gold to the national capital to bribe the authorities for the Inspector-Generalship of Fukien and Chekiang. You failed merely because the Chin Cabinet crumbled at the critical hour and the Presidential Mandate was not issued. How can you cover up your misdeeds of selling out your friends? There is absolutely no friendliness in you.

"3.—When I was in Foochow last year, I presented in detail of my plan for a Fukien-Chekiang Alliance. I pointed out that, united, both of you would stand and, divided, you would fall. But you merely played with me without a bit of sincerity. I also had at that time an important telegraphic message for Shensi, entrusted to you for despatch. But later I discovered that you had consigned it to the wastepaper basket and the message never reached its destination. There is absolutely no faith in you.

ALLY WITH FOE

"4.—Besides rebelling against your former master and selling out your old friends you have also secured allegiance from a man, who has attempted to murder his benefactor and who has been an eternal enemy of Fukien. You are today assisting him in the completion of his crimes. You have abandoned the company of men of principles and contended yourself with the association of beasts. There is absolutely no wisdom in you.

"5.—In the treatment of your subordinates, you also have a wolf's heart for their welfare. General Chwang Tsi-ting, the division commander and General Liu Chang-shun, the brigade commander, have been under your command for the last ten years and helped you in surviving many a calamity. Yet you were afraid of their growing popularity and entertained the fear that either of them might usurp your position. Plots were planned by you; and they were eliminated one after the other. At present, it is certain that there are other generals in Fukien whose position you envy and whom you desire to oust. Occupying as high a position as you do, you have no system of rewarding credit where credit is due and punishing the wicked where punishment is deserved. All you have done is to dig pits and set traps to kill those whom you dislike. There is absolutely no sense of justice in you!

THREE SUGGESTIONS

"All these are facts. I could not have created them for your condemnation. When you meditate over my enumeration, I am sure you will be blushing with shame unless you are so heartless that the sense of shame is no longer existant in you. In view of the eminent peril that is facing the nation, I am compelled to occupy Fukien in order to establish a government for the salvation of the country. I have planned far and ahead and trust you will follow me in my campaign by turning a sharp corner and pursue a course which will lead to peace and order. When the general situation is settled, you will still remain as a patriot while our personal difference shall have been forgotten.

"As an alternative, I would suggest that you surrender your seal of office and go away with your family. I shall be willing to undertake to protect your lives and property by giving you safe conduct within and without the province of Fukien.

"But if both suggestions are not acceptable to you, I shall be reluctantly compelled to ask you to prepare yourself for war; and let us decide the issue by means of armed force. I am here alone with no personal friends to support me, so I am obliged to pick out a few of your own men to help me. They are all patriots like myself. They are all former proteges of Marshal Tuan. You do not love your country, but they do. You rebelled against Marshal Tuan, but they are still loyal to him. So when your followers join me, they are merely joining the righteous army on general principles. They are not rebelling against you, please understand.

"Whether you decide to accept one suggestion or the other, you are requested to inform me of your decision before Friday morning through the Yenping Telegraph Office. If you fail to answer by the stipulated time or answer in an ambiguous way, I shall take such steps as I deem fit and ask you to take the consequences.

"Your illustrious mother is a lady of principles. Her ideals are much higher than yours. Should you decide to resort to war, I would advise you to consult her first before taking up arms. I say this with all sincerity and trust you will not hesitate in arriving at an immediate decision."

H'KONG PAPER DENIES CHARGES OF DOCTOR SUN

Never Been Associated With General Chen Or His Party, It Says

Replying to assertions that Dr. Sun Yat-sen made recently in connection with disclosures published by the Hongkong Telegraph, the paper has issued an emphatic denial of any connection with General Chen Chiung-ming or his party. It has never been in any way associated with General Chen and is an absolutely independent organ, is the assertion set forth.

The disclosures published were based upon private correspondence of Doctor Sun with an emissary in Berlin, discovered after the revolt of last June in Canton, and in connection with the letters it was charged that Doctor Sun had planned a triple alliance of China with Germany and Soviet Russia, intending to introduce Bolshevism in China.

While Doctor Sun made no denial of correspondence with a Chinese agent at Berlin and said further that he favored establishing closer relations between China and Germany and Russia he denied emphatically that he ever had planned to introduce Bolshevism into China and in his statement he charged that the Hongkong Telegraph was an organ of Gen. Chen Chiung-ming.

In denying this charge the Telegraph asserts that General Chen did not cause the letters to be published and, in fact, had never seen them before their publication by the Telegraph.

Cohen's Men Are On Strike Again

(Continued from Page 1)

agreeing to an offer of a reduction of 50. cents per apron.

EIGHT MORE DEMANDS

The men then presented the following additional demands:

2.—That no ricsha hire fee be charged for ricshas detained by the police as unfit for service.

3.—That fines imposed by the French Police (if receipt is marked "Fine to be paid by Company") shall be paid by the company.

4.—That no hire fee be charged for ricshas under repair.

5.—That compensation for damage to ricshas caused by the carelessness on the part of the coolie only be charged.

6.—That no compensation be paid for damage to ricshas caused through wear and tear while in service.

7.—That no hire fee be charged for ricshas that need repairing.

8.—That the scale of compensation for damage be published once.

8.—That the factory be kept open on Sunday so that foremen not wishing to keep out ricshas, owing to need for repairs, etc., mifiht turn them in and not be assessed a fee.

Mr. Cohen said that he discussed all of these with the men and made them the proposition that at any time they did not wish to pay the rental fees for ricshas they need not do so, so long as they would bring the vehicles back to the factory and leave them there. Otherwise, he said, he can have no check on the number of ricshas actually laid up in the depots and not in use. This point, the proprietor declares to be the crux of the whole matter. The foremen, he said, desire to have complete control of the ricshas, merely reporting to him that so many ricshas are not in operation, owing to inclement weather or to having French, International or Chinese licenses taken up by the police.

FOREMEN REFUSE LICENSES

After lengthy discussion of Friday, Mr. Cohen said, the majority of the foremen were satisfied with the basis of settlement offered, but two held out and refused to come to an agreement, and they went away stating that they would not take out the new quarterly licenses to be issued yesterday.

As a result only three of the thirty foremen of the Star Company took their licenses and sent out ricshas yesterday morning. The total number of ricshas put into operation by these men was about 800.

During the day, according to Mr. Cohen, attempts were made to intimidate these foremen who did take out the licenses and he directed them to continue with the business, assuring them that they would have adequate police protection. The ricshas operating were all sent out by depots in the International Settlement.

Another communication from the heads of the foremen's organisation was sent to the proprietor of the company during the day stating that the men were determined to stand firm and that they would no longer engage in business for the Star company.

FOR YOU! FOR EVERYBODY!

The Durham-Duplex Safety Razor Du Barry Set

Retail price Mex. $2.50

Allow 20% cash discount with this COUPON good for 20 days only

Obtainable at

The Liengyi Mercantile Co.

Cor. Szechuen & Soochow Road. Telephone C. 839.

GOBS ON HURON EXPECT 700 AT BALL TOMORROW

Men On Flagship To Be Hosts At Big Dancing Party At Town Hall

Men of the U. S. S. Huron, Flagship of the American Asiatic Fleet, have about completed the many preparations they have been making for the big ship's ball that they will give at The Town Hall tomorrow evening. The men of the Huron primarily are giving the ball for ladies of Shanghai who have entertained them and besides the officers of the Flagship they are inviting also as guests the commanding officers of the destroyers in port.

According to plans that have been outlined 800 persons will attend the ball which is to open at 9 o'clock to music supplied by the orchestra from the Huron which will present a whole new list of recently received jazz selections.

A buffet lunch will be served at midnight, following which there will be a Grand March, to be led by Admiral A. E. Anderson, Commander-in-Chief of the U. S. Asiatic Fleet.

The committee in charge of the ball is as follows: J. Briscoe, chairman; Alber Weller, vice-chairman; Roy L. Muchmore, secretary; A. E. Espinosa, treasurer; M. N. Smith, chairman Reception Committee; G. Farrell, chairman Decorating Committee; L. Sexton, chairman Arrangements Committee.

The Community Church has invited the American sailors through the Navy Y.M.C.A. to a special service at the Masonic hall this afternoon at 5 o'clock. The hall will be decorated with ship flags and the Huron orchestra will play. Rev. Gordon Poteat will deliver the sermon. Chaplain Allison Hayes of the U.S.S. Huron will offer prayer. Chaplain L. D. Gottschall of the U.S.S. Black Hawk will give the scripture reading and there will be a special musical program. Admiral E. A. Anderson and his staff will attend.

This evening at 8 o'clock there will be a song service at the Navy "Y." Chaplain L. D. Gottschall of the U.S.S. Black Hawk will be the speaker. Chaplain Allison B. Hayes of the U.S.S. Huron will conduct the meeting and there will be good music.

Following the church service moving picture entertainment will be given.

Following the ball of Friday night which was given at the Town Hall by the Navy Y.M.C.A. under the auspices of the American Woman's Club a reception was held yesterday afternoon at the Navy 'Y' for Admiral and Mrs. Anderson. Mr. E. S. Cunningham, American Consul-General, and Mrs. Cunningham attended the reception at which many American residents availed themselves of the opportunity to meet the new commander of the Asiatic Fleet.

Following the reception an entertainment that included a program of Chinese juggling was provided last night at the Navy Y. M. C. A.

NEW BANK HEAD

(Reuter's Pacific Service)

Tokio, Oct. 7.—Mr. Nakaji Kajiwara, former President of the Yokohama Specie Bank, has been appointed President of the Japan Hyponheo Bank, succeeding Mr. Shimura, who has resigned.

STATE EXPRESS CIGARETTES

Number 555 Virginia

THE HALL MARK OF PERFECTION.

EXTRA SPECIAL SALE

Oct. 3rd to Oct. 31st

GREAT SALE

OF

LACE, DRAWNWORK, LINGERIE, CROSS-STITCH, EMBROIDERY

And all the best that China provides

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Only the Best

VERY REASONABLE PRICES.

INTERNATIONAL SAVINGS SOCIETY

IMPORTANT NOTICE

In view of the very large number of bonds now participating in the monthly drawings, the management find it is no longer practicable to conduct the drawings as at present. The provision of separate pills for every bond number in one globe is now proving unworkable and too cumbersome.

Commencing with the October drawing, these numbers will be drawn in two parts out of two globes, the first, second, third and fourth numerals of a number out of one globe, and the terminating numeral out of a second.

Thus

If on the 16th October the total amount of bonds participating in the drawing should be

29849

then the first globe would contain—pills numbered:—

0000 — 0001 — 0002 etc., up to 2984

The second globe will contain:—

1 — 2 — 3 — 4 — 5 — 6 — 7 — 8 — 9 — 0.

For example

The pill out of the 1st globe draws:—	The pill out of the 2nd globe draws:—	The pill out of the reimbursement globe draws:—
0000	3	24

therefore bond No. 3 draws reimbursement No. 24.

Another example:—

The pill out of the 1st globe draws:—	The pill out of the 2nd globe draws—	The pill out of the reimbursement globe draws:—
0145	5	2

therefore bond No. 1455 draws reimbursement No. 2.

Another example:—

The pill out of the 1st globe draws:—	The pill out of the 2nd globe draws:—	The pill out of the reimbursement globe draws:—
2596	1	10

therefore bond No. 25961 draws reimbursement No. 10.

7, Avenue Edward VII—Shanghai

News Brevities

We understand that Judge Lobingier plans to spend a week in Peking before returning to Shanghai. He is due here about October 15.

* * *

The silk exporting firm of D. Chellaram, which has head offices in Hyderabad and branches in many cities, announces the opening of a branch office at 24 Yuen Ming Yuen Road, Mr. N. Thanwerdas is manager.

* * *

Tickets for the American Woman's Club's Country Fair to be held at the Town Hall from October 19 to 21, can be obtained at the "Yellow Lantern" in the Astor House lobby, at Squires and Bingham's, and at the desk at the Palace Hotel. The season tickets, including the three days of the Fair, are to be had for $2.00, while the single tickets, good only for one day, are tag tickets, in different colors, red, white and blue respectively. The price for these tickets is $1.00, and the wearer can go in and out of the Fair at pleasure.

* * *

The case in which three Chinese are charged with obtaining money under false pretenses—by promising to secure alleged nonexistent jobs for sailor applicants—was resumed before Assessor Blackburn and Magistrate Li of the Mixed Court yesterday and was afterward remanded for one week. Detective Sergeant Robertson stated that on visiting the offices of the accused papers were found showing that amounts ranging from $15 to $200 were secured from eighteen applicants. Four complainants have been found.

* * *

Miss Lula Conover, a member of the Shanghai Sunday School Promotion League, is making a visit here. She will visit the four Sunday Schools of the League this afternoon, and will be guest of honor at a dinner at the Chairman of the League's home, 520 Wuchow Road. Miss Conover will probably stay over until Tuesday next to attend the joint picnic of the four Sunday Schools, which will be held on the Eliza Yates compound on the Commemoration Day of the Chinese Republic.

* * *

Mr. Han Kuo-chung, civil governor of Kiangsu, will return to Nanking today after spending five days here in inspecting the local police and the Woosung dyke. Yesterday he was entertained by the directorate of the Kiangwan Orphanage. Mr. Han will be accompanied by Mr. Chang Ti-au, Chief of the Industrial Bureau of the province.

* * *

Mr. Kiang Kun-hu, the Chinese socialist who recently returned from an extensive trip in Germany and Russia, spoke before the Seamen's Union at 163 Broadway yesterday.

* * *

Dr. C. L. Bartlett of South Bend, Indiana, who arrived in Shanghai on the President Grant, is en route to Peking where he will join the staff of Peking Union Medical College as an instructor in pathology. He is accompanied by Mrs. Bartlett and two children.

* * *

Mr. T. J. Broderick, harbor master at Hongkong, is returning to Hongkong on the President Grant after his first trip to the United States in 22 years.

* * *

Mr. U. G. Frondorf, general manager for Ault, Wiborg and Company, and Mrs. Frondorf, have returned to Shanghai from a trip to the United States.

* * *

Mr. Joseph Henri of the Asiatic Rug Company of New York and Shanghai has arrived in Shanghai from the United States.

* * *

Mr. J. Y. Gayle of Urbana, Virginia; Mr. C. R. Brown of New York City; Mr. C. H. Davis of Raleigh, North Carolina, and Mr. J. K. M. Newton of Newport News, Virginia, have arrived in Shanghai to enter the service of the British-American Tobacco Company.

* * *

A cable to the Hongkong China Mail from Singapore reports that clouds spoiled the photographs of the eclipse at Christmas Island.

* * *

Consul-General and Mrs. E. S. Cunningham entertained Admiral and Mrs. E. A. Anderson at dinner Friday night at the Consul-General's home. Admiral Anderson also attended the races with the Consul-General yesterday afternoon.

* * *

Miss Anne Singleton, secretary to Myron T. Herrick when he was United States Ambassador to France, and later a secretary attached to General Pershing's headquarters during the war, has arrived in Shanghai and is now in the American Consulate-General.

* * *

Mr. Jack Harvey was fined G.$5 and costs by United States Commissioner Nelson E. Lurton yesterday for parking his car for three hours in front of his apartments at 9A Hankow Road. Mr. Harvey asserted that he had parked his car in the same spot during the tiffin hour every day for the last two years and a half.

* * *

The eleventh anniversary of the founding of the Chinese Republic will be celebrated by The North Shanghai Baptist Church at services to be held in the church's temporary home, 11A Quinsan Road at 10 a.m. today. Dr. Liu will speak on "The Meaning of the 10th of October." The public is invited to attend. A fellowship dinner will be served following the service.

* * *

Over 1,000 goldsmiths in Shanghai went on strike Friday for an increase of wages. The demand was addressed to the jeweller shops which are allowed three days within which to answer.

* * *

Weather reports from Changchun give a temperature of 3 degrees below zero there on September 27. The first snow of the season fell on the same day. Other points in Manchuria also report early cold weather.

* * *

Upwards of forty members of the Peking Club entertained Commander Hutchins, U. S. Navy, at dinner at last Monday, prior to his departure home to the United States. Captain I. V. Gillis, president of the club, was in the chair. Captain Hutchins expects to leave about October 13 and will probably go to South America after reaching the States.

* * *

Mr. Edward L. Conn, formerly editor of the Japan Times and Mail of Tokio, has returned to the United States.

* * *

Mr. Shen Chu-hsu, manager of the National Commercial Bank, Ltd. has resigned as manager to accept the managership of the Bank of Communications. He will assume his new duties on Oct. 10.

* * *

A son was born to Mr. and Mrs. J. A. Doyer at Dr. Fearn's Hospital on Oct. 5.

An Aid to Digestion.

When you have a fullness and weight in the stomach after eating you may know that you have eaten too much, and should take one of Chamberlain's Tablets to aid digestion.

Sold everywhere.

MUTT & JEFF — Really, We Can't Blame Jeff — By Bud Fisher

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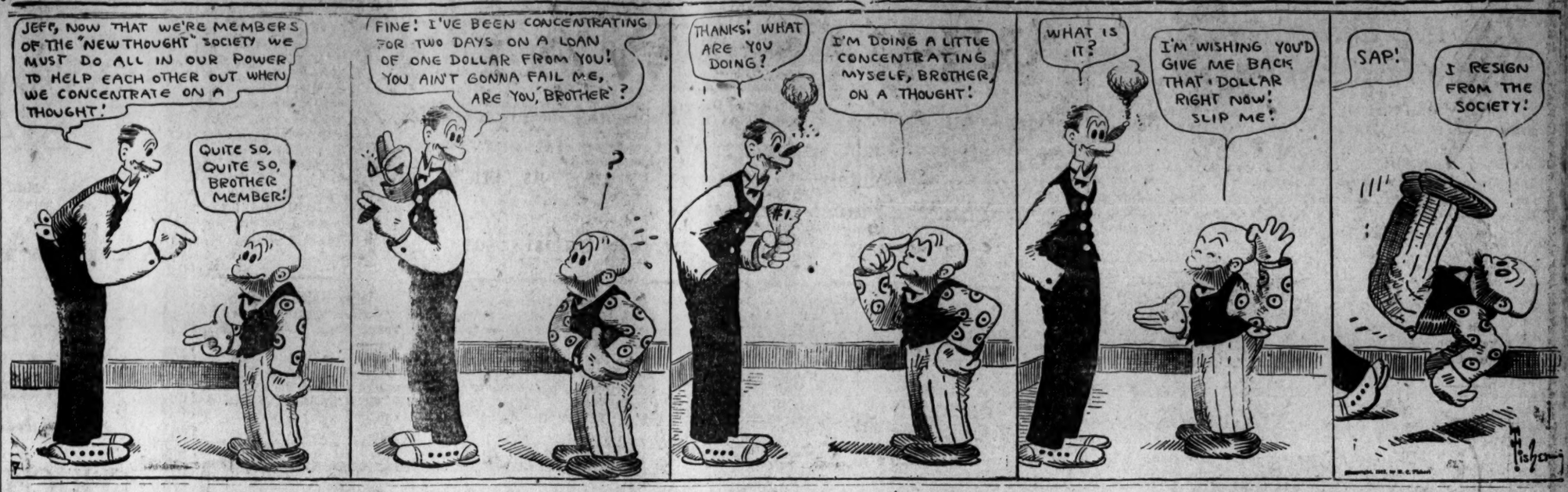

JEFF, NOW THAT WE'RE MEMBERS OF THE "NEW THOUGHT" SOCIETY WE MUST DO ALL IN OUR POWER TO HELP EACH OTHER OUT WHEN WE CONCENTRATE ON A THOUGHT!
QUITE SO, QUITE SO, BROTHER MEMBER!
FINE! I'VE BEEN CONCENTRATING FOR TWO DAYS ON A LOAN OF ONE DOLLAR FROM YOU! YOU AIN'T GONNA FAIL ME, ARE YOU, BROTHER?
?
THANKS! WHAT ARE YOU DOING?
I'M DOING A LITTLE CONCENTRATING MYSELF, BROTHER, ON A THOUGHT!
WHAT IS IT?
I'M WISHING YOU'D GIVE ME BACK THAT DOLLAR RIGHT NOW! SLIP ME!
SAP!
I RESIGN FROM THE SOCIETY!
Fisher

Lecture Friday To Aid Building Fund Of Woman's Club

The first of a series of lectures on the early history of California will be given by Mr. Verne Dyson next Friday afternoon at 5:15 o'clock at the home of Dr. Anne Walter Fearn, 30 Route Pichon. The lecture series has been arranged by the Southwestern Division of the American Woman's Club for the benefit of the Club building fund. Mr. Dyson's subject next Friday will be "California's Rosary—the Chain of Franciscan Missions." The lecturer has made an extensive study of early Pacific Coast history and in addition is owner of the famous Hazard collection of original Spanish manuscripts, prints and pictures.

TENANCY ACTION UP FOR HEARING IN MIXED COURT

Remarking that there appeared to be a nigger in the woodpile, Assessor Blackburn of the Mixed Court yesterday desired more details when Mr. L. K. Kentwell, applying to have premises at 247 Haining Road vacated, said his client was willing to allow the present occupant to remain three months rent free if he would leave at the end of that period.

Defendant in the case, Mr. J. Nissim, said that he preferred not to accept the proffered "olive branch," which he declared was offered with a motive. He said that he was fighting for a principle. The rental paid for the house in 1919 was $18, in 1920 it was $19, last year it was $21 and now it was proposed to ask $25. The increase each year was double the last raise and he thought the system unreasonable. If the $4 increase was agreed to, next year there would be an $8 demand.

"And, following that, $16, $32 and $64, etc.?" commented the Assessor.

Mr. Kentwell remarked if all tenants took a similar attitude toward landlords the latter would be in a quandry, and defendant retorted that if landlords were allowed to throw their tenants out the tenants would be in a fix.

The court held that the rent could be raised to $25 as from January 1, 1923. Defendant raised a laugh by wishing to know when the rent would again be increased and was told by the court that he could bring the matter up again in such case and be assured of the court's assistance.

Obituary

SERGT. T. S. FRY

Men of all ranks of the Municipal Police Department and many mourning friends in civil life as well attended the funeral services held yesterday at Bubbling Well Cemetery for the late Sergeant T. S. Fry, of North Szechuen Road Station, who died Friday afternoon of tuberculosis at the Isolation Hospital.

A great number of wreaths and beautiful floral tributes were sent by members of the wide circle of friends made by the popular sergeant during his eleven years of service here.

Shipping Board Man Praises Good Work Of French Wireless

Captain Eisler Expresses Appreciation To Local Station

Praise is given the French Wireless Station at Koukaza for the prompt handling of wireless messages from the President Cleveland when that steamer went aground on September 1, in a letter written by the U. S. Shipping Board representative here, Captain W. I. Eisler.

The letter is published in the French Bulletin Municipal of yesterday and follows:

"Division of Operations.
"Office of Special Representative.

"September 20, 1922.

"The Director,
"Station Francaise Radiotelegraphique Municipale
"Shanghai, Koukaza.

"Dear Sir:

"As the official representative of the United States Shipping Board, I take occasion to convey to you my appreciation and thanks on behalf of the United States Shipping Board for the prompt manner in which the message from the s.s. President Cleveland was conveyed to the vessel's Agents on the evening of September 1, 1922, advising of the grounding of that vessel on Tungsha Spit in the mouth of the Yangtsze River.

"I have pleasure in stating that it was due to the prompt manner in which the message was handed that assistance was sent to the President Cleveland which resulted in her being refloated without delay or material damage.

"I further take this opportunity to thank you for the efficient manner in which messages from United States Shipping Board vessels are handed by your office.

"I have the honor to be, respectfully yours,
"W. I. EISLER,
"Special Representative."

MIKADO BETTER

(Reuter's Pacific Service)

Tokio, Oct. 7.—An official bulletin reviewing the Emperor's condition during the last year states that there has been no change though occasionally there have been evidences of slight improvement.

P527 NANKING ROAD — PHONE C. 7097
PURE DRUGS — PROMPT SERVICE
PYORRHOCIDE TOOTH POWDER
Antiseptic
for Pyorrhea prevention
TENDER GUMS
Bleeding, spongy, receding gums. If these symptoms of pyorrhea are not corrected, loss of teeth may follow
Get a tin to-day.
THE EAGLE DRUG COMPANY, INC.

MOUTRIE PIANOS

'MOUTRIE" is synonomous with something apart from the ordinary, and means dependability, and your purchase guaranteed.

Is there a port in China without a MOUTRIE PIANO??

There is a reason for it, obviously THE BEST in China.

S. Moutrie & Co., Ltd.

EDISON

Insist upon the "G. E. Edison" Trade Mark etched in the glass of every lamp you buy. It is the best lamp that can be made, but it costs no more than other lamps.

Buy them by the dozen from your electric dealer

TANSAN

SOLE IMPORTERS

FRAZAR & Co.,
1-B JINKEE ROAD

Orders will be promptly dealt with.

Tel. Cent. 98

High quality but — moderate price

Old Mill cigarettes are made to give smokers very high quality at a moderate price.

Only high grade, golden Virginia tobacco is used in Old Mills. Yet the price is low because of our long experience in cigarette manufacture, our quantity buying of tobacco and because so many millions of Old Mills are sold.

You will like the taste of that fine Virginia tobacco. Try Old Mill cigarettes today.

Liggett & Myers Tobacco Co., U. S. A.
Manufacturers

Also obtainable in vacuum sealed tins of 50 cigarettes.

OLD MILL
CIGARETTES

NEARLY EVERYONE GOES TO WHITEAWAY'S

Because it is Shanghai's Greatest Shopping Centre—because it is always bright and cheerful—because its qualities are always so absolutely dependable—because its prices are *Shanghai's Lowest Always.*

Because its service is entirely Satisfactory

Chamois Leather Gauntlet Gloves. Elastic Wrist. Colors White, Chamois. Sizes 5½ to 7 PRICE *$4.75*

Smart Suede Fabric Glove. Gauntlet Shape with Fringe. Colors White, Pastel, Chamois Sizes 6 to 7 *$3.50* Pair

Ladies' 12 Button Milanese Silk Gloves Double Finger Tips Colors Black, Fawn, Grey Sizes 6 to 7. Price *$3.95*

Phoenix Silk Hose. Colors White, Black, Grey, nigger, Beige Sizes 8 to 9½ inches. **Price $2.95 per pair**

Choice Model Hat in Navy Pan Velvet with wide Brim at side. Trimmed Navy Ostrich tip **Price $25.00 each**

Smart Navy Gabardine Costume. Sleeves Collar and Pockets trimmed Military Braid Price $49.50

Children's Colored Picture Handkerchiefs. Assorted new Designs Fast Colors **Price $2.75 Dozen**

Ladies Fabric Gauntlet Gloves Colors White Pastel Chamois Size 6 to 7. **Price $3.50 Pair**

Fancy Stripe Silk net Hose. Full Fashioned Suspender Tops. Double Heels and Toes. Black or White. **Price $4.95**

LADIES' Plain Silk Net Hose. Suspender Tops High Spliced Heels Colors Nude, Black, White, Grey, Nigger. All Sizes *$7.50* A Pair

Ladies' 4 button French kid Gloves 12" button length snap fastenings. colors, assorted grey, assorted brown. Size 5½ to 7 **Price $8.50 per pair**

Infants Knitted Wool matinee Coats. White with Colored Silk stitching. All Sizes **Price $3.50, $3.95** $4.95

Infant's Fine Knitted Woollen SHAWLS Fringed Ends. Large Size. **Prices $11.75, 14.75 17.50**

The glad eye, fringed suede gauntlet gloves very smart and serviceable. colors brown grey. **Price $8 75**

Jaeger White Fleecy woollen Scarves Fringed Ends. Size 10 x 56 ins. **Price $5.50**

LADIES ALL WOOL Cashmere hose. black or brown. **Price $1.95**

Ladies Grey wool Gauntlet Gloves with Fringe. **Price $3.25**

French suede 2 button gloves selected skins, colors grey, brown black pastel. Sizes 5½ to 7 **Price *$3.95* per pair**

Childrens Flacy Wool Gloves Colors. White Stove Chamois Size 1-2-3-4-5-6 Price, 1.25 1.50 1.60, 1.75 & 1.95

Ladies' white knitted silk scarves knitted fringed ends. Price *$5.50, 6.75, 7.50* and *10.50* each

New Deliveryof Ladies Dress Girdles. Be -white. Black and white and all leading Colors. Price 1.59 2.95 3.75 5.75 7.50 10.50 16 50 each.

Ceri Silk Lace. Charming all over Design width 36 inch Colors Black, Grey, Navy, Fawn and all Leading Colors. **Price $9.75 yard.**

Childrens Wool Cashmere Socks White Blue or Brown Stripes Size 2-3-4-5-6-7 85 90 95 1.00 1.05 1.10 per pair

Small Turban Snape Hat in Electric Velvet Trimmed Silver Tissue, as illustration. Price **$19.50**

Ladies Black Patent Leather Belts Superior Quality.

Size	⅜"	½"	¾"
Price	1.35	1.50	1.75

Beautiful silk ceri lace flouncing. Small well covered design.

27 inch	36 inch
$7.50	$10.50

Chiffon Silk Hose Very transparent an ideal dress stocking suspender tops double heels and toes, Size 8½ to 10 inch Price 7.50 pair

Ladies Real French kid Gloves. 3 Button. Selected skins. Colors Black, Grey, Brown. Sizes 5½ to 7 **$4.75**

A Pretty little Plush Hat with Stitched Crown and Trimmed Ribbon. Colors Pink, Grey, Saxe, jade and Grey. Price $9.50

Children's tan wool lined gloves. One button superior quality. Size 1 2 Price *$4.95 5.25* 3 4 5 *5.50 5.75 5.95*

Ladies Umbrellas. Straight or Crooked Handles Price **$5.50 $7.50** each

Children's knitted wool bootees white with silk stitching. Price and *$1.85* a pair

Colored Patent Belts. Best Quality Patent. Width ⅝ inch wide Colors. Saxe, Navy, Sky, Gold, Green, Fawn **Price $1.50 each**

The Roux Washing Chamois Leather Gloves Gauntlet Shape with Strap Colors white Chamois Size 6 to 7 Price $6.95 pair.

Ladies Art Silk Suspenders Colors Pink Sky, White **$1.00** Pair

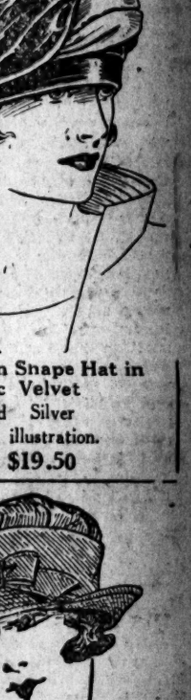
Children's Suspenders Pink Sky **55 cts.**

Swans Down Trimming. Price $1.50 yd.

Marabont Trimming Colors. Price $1.50 yd.

Skunk Tremming. Price $2.50 piece

Children's Wool Socks Plain or Ribbed, Black Tan and White. 2 3 4 5 6 **55. 60. 65. 75. 80.** 8 and 9 **85. 90. 95.** a pair Children's Spun Silk Hose. Size 1 to 9 Price 1.95 to 2.50 pair



Grey Gabardine Costume Coat trimmed Military Braid Silk Lined Throughout **$68.50**

Fur Coat in Beaver Coney Large Square Collar Roll Cuffs. Lined Brocaded Silk Price **$615.00**

GLASS Beads in Bunches Colors. Pink Sky Emerald Saxe Navy Gold Lemon. Price $4.50 Large Bunch

White Round Beads Price 55 cts. oz.

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LADIES All wool Golf Hose Assorted Heather Mixture. All Size Price **$3.50 $4.50** Pair

Bull Dog Double Knitting Wool 4 ply. Soft quality in 13 beautiful colors. Price **$3.75** per lb.

Large Broken Check Satin Ribbon. Colors Saxe Black and Brown old Rose. Red and Fawn **$3.50 yard**

Infants Soft Sole Poplin Shoes Colors Pink Sky, Fawn Price **95** cts. pair

Ladies' White Kid Evening Gloves.

Snap fastnigs.	Sizes 5½ to 7
12 button	Price $7.50
16 ,,	,, 9.75

2454 Dainty Candle Shades. Colors. Old Rose, Yellow, Red, Green. Price $0.75 100 1.50.

Ladies' Real Kid Gloves. Prix Fixe Quality. Snap fastnigs. Sizes 5½ to 7

12 button	Price $3.75
16 ,,	,, 4.75

Ladies Knitted Wool jumpers Collar and Tie Combined as Illustration Colors Fawn Saxe old Rose Peacock. **$9.50** each

Ceri Silk Lace flouncing For afternoon or evening Dresses. width 36" Colors Black White Lemon Flame nigger Navy, Jade Price 15.50 yard

LONG HUNT ENDS WITH ARREST OF ALLEGED FORGER

L. S. Armstrong In Custody Of Local United States Officials

A search that was carried on all over China and extended even into Russia ended yesterday afternoon with the arrest in Shanghai by William Van Buskirk, Deputy United States Marshal, of L. S. Armstrong, accused of forgery and uttering a forged check.

The man arrested is little more than a youth, being 22 years of age. He was employed here last Summer and is charged with forging a check on August 4, soon after which a search was started for him by his former employers. Failing to locate him, they conferred with Major C. P. Holcomb, Acting United States District Attorney, and a warrant was issued for Armstrong by the clerk of the United States Court for China.

Various clues were followed up but found faulty. Armstrong fled from China, having reached Russia before the warrant for his arrest was applied for. He was finally located by United States Consul Winslow in Vladivostok, was arrested and put on board the U. S. S. Helena, which was shortly to sail for the island of Cavite in Manila harbor.

A cablegram stating this was received by Consul-General Cunningham in Shanghai about September 15, which cable also informed him that Armstrong would be brought down the coast and delivered to United States officials on Chinese soil.

Later came another cablegram which said the U. S. S. Helena had left Vladivostok for Manila that it was not to stop before reaching there, and that Armstrong had been transferred to the U. S. S. Sacramento, which would hold him until word was received from Shanghai.

Then came the difficulty of devising a plan to get him out of Russia. The United States Marshal for China could not go into Russia and bring out a prisoner without the consent of the Russian officials. Armstrong was perfectly satisfied to stay under an American flag because he is said to have gotten in bad with Russian authorities at Vladivostok and did not wish to be placed in a Russian prison. He feared for his life if this happened. Had an American official tried to bring him out of Russia by train he might have been seized by the Russian authorities.)

So, one week ago, he was suddenly transferred from the U. S. S. Sacramento to the s.s. Shin Lee, which latter vessel is operated by Heimann and Co., of Shanghai. The Shin Lee sailed shortly after the transfer was made and did not stop until it reached Shanghai.

Yesterday morning, Deputy Marshal Van Buskirk went to the Shin Lee, which was at Woosung, with officials of Heimann and Co., boarded the vessel and placed Armstrong under arrest. He will be arraigned after the return of Judge Charles S. Lobingier from Tientsin.

The Fleet Looks China Over

Sailors from the American destroyers now in port have been "rubber-necking" industriously about Shanghai ever since the fleet arrived. The Navy "Y", besides providing other entertainment, has been assisting the gobs to satisfy their sightseeing cravings. The other day the "Y" arranged an expedition into the Chinese City and the above photograph, taken of a group of the excursionists in the Mandarin Garden forms an interesting composite of East and West.

"How old is this yard?" one of the gobs wanted to know.

"About 700 years," he was informed.

"Gosh!" says the gob. "That must have been when the Brooklyn was on the station."

Walking Across Asia

Andre Eggert, a 23-year-old Russian student, has just arrived in Shanghai after one of the most remarkable trips across the very heart of Asia possible for the adventurously inclined to make in this day and age, even in the Far East, the land of mystery and dark magic.

Starting at Archangel six and a half months ago the boy traveler crossed the wild steppes of Siberia, across the snow-clad Altai Mountains, zigzagged through the mystic land of Mongolia, and then came into China through Tibet, a land still unseen except by a scattering few white men, some of whom have paid with their lives for their temerity.

During the romantic trek through the heart of Asia's most colorful and picturesque countries, Eggert traveled by dog-sleds in the snow and ice of Siberia, battled against the snow packed and ice gorged rivers of the Northland, walked on foot through desert and mountain country, rode countless miles horseback through the native health of the greatest horsemen on earth, half-cousins to the Centuars, and then on the wobbly bumps of the 'ships of the deseret' when camels had to be substituted for horses across the Thibetan deserts.

In one Siberian town Eggert was thrown into jail when it was discovered by the Soviet Commisar that he had once been a cadet at the famous Russian Naval College, and was only saved from death through the friendly action of another Commissar whom he and two companions who accompanied him a greater part of the way had assisted a month earlier in a desolate Siberian village.

On the borderland between Siberia and Mongolia the youthful travelers again had an extremely exciting experience with Soviet military authorities, resulting in the death of three men.

Eggert lived with the people he traveled among, eating their food and sleeping in their beds; learning of their curious and picturesque customs at first-hand, as well as gathering information about the country and the people from the one single foreigner they met on their ten thousand mile journey in the backwash of Asian existence.

Beginning in the next issue of THE CHINA PRESS—on Tuesday morning—Eggert will tell of his thrilling experiences in a series of articles replete with color written by Larry Lehrbas of The China Press and The Evening Star staff. Eggert is very well educated in Russian and French but speaks English with great difficulty as his only teacher was an American missionary he met at a lonely outpost in Mongolia.

The article will be illustrated with some splendid drawings made by Arcady, the artist whose cartoons and drawings in THE CHINA PRESS have excited such widespread favorable comment, from descriptions and crude drawings given the artist by Eggert. The series will begin in THE CHINA PRESS on Tuesday.

New Japanese Ship To Cut Shanghai-Nagasaki Time

(Reuter's Service)

London, Oct. 6.—The Nagasaki Maru, the first of two new turbine liners of 5,500 tons gross built on the Clyde for the Nippon Yusen Kaisha's passenger and mail service between Shanghai and Japan, has just successfully completed her official trials. She sails from Southampton for the first time on November 4 with a full complement of passengers. Her speed is 18½ knots, enabling the completion of the voyage between Shanghai and Nagasaki in 27 hours, a reduction of the hours from the present time.

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T.F. 53

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51506

PROPOSAL

for the purchase of the U. S. S. CALLAO and U.S.S. BARCELO

Sealed proposals will be received at the U. S. Naval Station, Cavite, P. I., until 10 a.m. on the 16th day of October, 1922, at which time and place they will be opened, for the purchase of the U.S.S. CALLAO and U. S. S. BARCELO.

GENERAL DESCRIPTION OF THE CALLAO. Builder: Captured with Spanish Navy Yard, Cavite, P. I. in 1898. Structure: Steel; propulsion, twin screw. Speed: 10 knots. Length over all: 121' 6". Length between perpendiculars: 114' 9". Beam molded: 17' 9". Beam molded at main deck: 17' 7". Depth molded: 9' 3". Draft forward: 5' 6". Draft aft.: 7' 6". Draft mean: 6' 6". Displacement: 245.5 tons. Freeboard: 3' 0". Bunker capacity: 34 tons. Engine: Twin compound vertical inverted. Boiler: 1 Scotch, 11' 8" dia. 9' 7½" long, 2 furnaces, 1,133 sq. ft H. S.—about 250 H.P. Present Condition: Hull excellent. Machinery fair. Ready for immediate service and equipped with boat, life preservers, awnings, running lights, cabin transom cushions, compass and stand,

GENERAL DESCRIPTION OF THE BARCELO. Builder: Captured with Spanish Navy Yard, Cavite, P. I. in 1898. Structure: Material, wood, copper sheathing, propulsion, screw. Speed: Eight miles per hour. Length over all: 70' 0". Length between perpendiculars: 63' 3". Breadth molded: 12' 0". Extreme breadth: 13' 1". Displacement: 45 tons. Draft forward: 6' 9". Draft aft.: 7' 0". Mean draft: 6' 3". Freeboard: 17". Bunker Capacity: 10 tons. Engine: Compound vertical inverted. Boiler: Scotch, 7' 2¼" dia. 8' 3⅞" long with one furnace, 478 sq. ft. H.S., about 100 I.H.P. Present Condition: Hull very good Machinery fair. Ready for immediate service and equipped with running lights, awnings, cabin transom cushions, compass and stand.

The sale will be for cash to the highest bidder who must remove the vessel or vessels, at his own expense, from limits of the Naval Station, Cavite, within such reasonable time as may be fixed by the Captain of the Yard, Cavite, Bidders are allowed to bid on one or both if they so dezire.

Proposals must be submitted in a sealed envelope addressed to the Commandant, Naval Station, Cavite, P.I., and endorsed "PROPOSAL FOR THE PURCHASE OF THE CALLAO or BARCELO": and each proposal must be accompanied by a cash deposit or a satisfactory certified check for the full amount of the bid, or by a bond equal to the full amount of the bid and an additional cash deposit or satisfactory certified check for not less than 10% of the bid.

Apply to the U.S. Navy Purchasing Officer, 20 Whangpoo Road, Shanghai China, for forms of bid and bonds; additional information regarding the terms of sale, etc.

Apply to the Captain of the Yard, Cavite, at 9:00 a.m., of any day (except Saturdays, Sundays and holidays) prior to the sale to examine the vessels.

The right is reserved to withdraw the vessel or vessels from sale or to reject any or all bids.

By direction of the Secretary of the Navy.
W. M. CROSE,
Captain, U. S. Navy,
COMMANDANT.
51692

How the Little Old WISE Man Sold the Used Car!

SNUG BIT OF MONEY SAVED UP- LIKE TO INVEST IN SOME BUSINESS! WONDER WHERE I COULD FIND THE RIGHT OPENING-?
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CAN'T SEEM TO RUN ACROSS ANYTHING!— OUGHT TO BE SOMEONE 'AT WOULD LIKE ME FOR A PARTNER—
WANTING TO INVEST IN A BUSINESS?— A LITTLE AD IN THE PAPER WILL SOON PUT Y NEXT—!
GEE-THAT FUNNY LITTLE GINK SAID A MOUTHFUL WHEN HE TOLD ME TO RUN THAT AD! HOOKED ME UP FINE! O-A FELLOW'S A DEAD ONE 'AT DON'T USE THE PAPER'S—!

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ENGLISH, French and German taught at 465 Rue Auguste Boppe, French Concession.
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ENGLISH lady, Experienced teacher wishes to meet with pupils for English lessons. Address 1, Chanhow Road, Bubbling Well Road.
52588 O 8

AH PAO, Chinese masseuse, massages patients, charges moderate. Patients must visit Ah Pao's house. No. 226, Szechuen Road, upstairs of Him Yick Bank, near corner of Ningpo Road. Tel. C. 3493. 52416

EDUCATED Russian lady with diplomas gives Russian lessons, private or class. Apply to Box 552, THE CHINA PRESS.
52268

RUSSIAN lessons given by lady student at a moderate fee, or in exchange for English lessons. Apply to Box 627, THE CHINA PRESS.
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APARTMENTS WANTED

FURNISHED apartment by married couple, November 1st, two or three rooms with bath and kitchen. Apply to box 642, THE CHINA PRESS.
52548 O 8

WANTED Apartment of two or three rooms unfurnished in Central district suitable for two bachelors. Separate kitchen or use of kitchen necessary occupation by November 1st or earlier. Address Box No. 659, THE CHINA PRESS.
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FEATHERS. Position is open for an experienced foreigner willing to reside in outport; good salary and excellent prospects of advancement; command of Chinese preferable. Only men of long experience and seasoned judgment considered. Apply to Box 661, THE CHINA PRESS.
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CHINA PRODUCE. Firm in leading position has vacancy for a China produce manager of known ability and experience. Residence in outport necessary. Salary with good future prospects in large organization where brains and industry demanded and appreciated. Applicants should briefly state experience and personal details which held in confidence. Prefer man with tried experience in hides, skins, furs, bristles. Apply to Box 663, THE CHINA PRESS.
52600

WANTED typist after office hours. Steno not necessary. Address Box No. 656, THE CHINA PRESS.
52583 O 8

MECHANICAL engineer, Russian, 6 years experience, good draftaman, desire, position. No objection to outport. Apply to Box 640, THE CHINA PRESS.
52534

WANTED: Well qualified, educated Chinese clerk understanding shipping papers, can prepare and type corr spondence. Reply to Box 652, THE CHINA PRESS.
52576 O 10

WANTED a reliable Chinese girl who has through knowledge of English, typewriting and general account work. Cash security Taels 2,000 required. For further particulars apply to Mr. Loh, 11 Soochow Road. At the time between 5-6 p.m.
52570 O 11

WANTED: Nurse, foreign, for seven years old child. Please apply to Box 651, THE CHINA PRESS.
52573 O 10

ROOMS WANTED

BOARD and room by married couple in private family, November 1st. State terms. Apply to Box 643, THE CHINA PRESS.
52548 O 8

GERMAN gentleman wants small nicely furnished room. Central district. In reply please state full particulars. Reply to Box 657, THE CHINA PRESS.
52584 O 10

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CHINESE architectural tracer desires immediate employment. Industrious worker. Speaks English. Salary secondary Consideration. Address Box No. 660, THE CHINA PRESS.
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COMPETENT stenographer and all-round office man open for engagement. Moderate salary. References. Apply to Box 655, THE CHINA PRESS.
52582 O 11

HIDES and skins, expert 25 years experience in China, seeks position with reliable firm. Apply to Box 646, THE CHINA PRESS.
52551 O 14

SHORTHAND typist young girl beginner wants position. Speed about 40 words per minute. Apply No. 312 Avenue Joffre.
52451

YOUNG foreigner seeks position in any capacity office, hotel, store and outdoor work. Knowledge of bookkeeping, motoring. Moderate salary. Apply to Box 613, THE CHINA PRESS.
52457

WANTED by a Chinese graduated typist with a good knowledge of book-keeping and office work seeks an immediate employment. Moderate salary to start. Please apply to Box 543, THE CHINA PRESS.
52488 O 10

USED CARS

FOR SALE. Buick 4 cylinder touring car. Excellent mechanical condition. Owner driven. Apply to Box 654, THE CHINA PRESS.
52581 O 11

FOR SALE, motor truck, 5 tons. Kelly 4-5 months in use, in good order, ready for service, low price. Apply to Box 601, THE CHINA PRESS.
52533

FOR SALE. One four-cylinder AUSTIN touring car, good and serviceable, will be sold at the public auction of the Shanghai Horse Bazaar & Motor Co., Ltd., 30 Bubbling Well Road, either on Wednesday or on Thursday of next week. The car will be on view on either of the days mentioned.
52563 O 10

FOR SALE, Studebaker, light six roadster, owner driven 5000 miles excellent condition. Owner going home. Will sell for Tls. 2000 Apply room 508 Glen Line Building.
52542 O 10

FOR SALE. Essex touring car, 6 months on road, usual tools and equipment, three new Michelin cord and one new Dunlop cord tyre, also spare wheel and tyre. Pyrene Extinguisher. Repainted free, 4 use tyres included. Tls. 1,600.00 Apply to Box 605, THE CHINA PRESS. T. F. 54

FOR SALE. Special six Studebaker limousine in perfect condition and absolutely as new. Bargain. Owner gone home. Apply to Box 548. THE CHINA PRESS.
T. F. 49

FOR SALE, Essex touring car. Tls. 1,200.00. First class condition full equipment, five new tires and spotlight. Owner leaving. Address Box 526, THE CHINA PRESS, or phone Central 778, Extension 20.
T. F. 46

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TO LET. From November 1st, or earlier, suite of two light, airy first floor office rooms in French Concession near Bund. 800 square feet. Very reasonable rental. Apply to Box 666, THE CHINA PRESS.
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ONE light, and airy office room corner Nanking and Szechuen Roads, about 600 Sq. Ft. Immediate occupation, very cheap rental. Apply telephone C. 6740.
52597 O 11

TO sublet one room, fourth floor, southern exposure, Glen Line Building, lease expiring December 31, 1923. Room rents for Tls. 100.00 monthly, willing to sublet at Tls. 80.00 monthly. Apply Room 508, Glen Line Building.
52472 O 14

TO LET, 10 rooms for offices with lighting and heating in the Building at the corner of Szechuen Road and Jinkee Road. Apply to the Shanghai Commercial and Savings Bank, Ltd., 89 Ningpo Road.
52490 O 10

TO LET. Shop at No. 1 Seward Road, for further particulars apply to Cumine and Milne, 38 Kiangse Road.
T. F. 52

TO LET. Modern large and small offices. Moderate rents. Apply to Shanghai Industrial Banking Corporation, 18 Kiukiang Road.
T. F. 16

HOUSES TO LET

TO LET, 6 to 5 roomed houses. Wen Peng Road off Darroch Road. Rent $42.00. Apply Brandt & Rodgers, No. 121 Szechuen Road. Phone C. 1119.
52320

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52531 O 8

FOUR roomed house to let. All modern conveniences, garage, near tram in French Concession. Immediate occupation. Rental Tls. 80. Shanghai Estate Co. Inc. 41 Rue du Consulat.
T. F. 57

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52546 O 8

TO LET, 8 roomed houses, newly built, Route Pere Robert, opposite St. Mary's Hospital. Apply Royal Dutch Cigar Works, 31 Szechuen Road. Telephone Central 385.
52438 O 8.

HOUSE to let, 5 rooms, Studley Avenue. Complete furniture, fixtures, etc, to be taken over. Apply to Box 558, THE CHINA PRESS.
T. F. 50

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52601 O 11

TO LET. In French Concession, close to Bund, a small flat of two rooms, bathroom, kitchen and private entrance hall. Moderate rental includes taxes, light and water. Apply to Box 665, THE CHINA PRESS.
52602 O 8

TO LET, unfurnished two rooms with kitchen, bathroom, electric, telephone use or two rooms with board. 626 Rue Observatoire. French tram No. 10. Apply: Between 10-1 and 5-7.
52596 O 8

APARTMENT OF 3 ROOMS with bathroom and kitchen attached. Furniture used for one year to be taken over at below cost. Rent Mex. $35.20 per month. Apply 229 Avenue Foch. (corner Yates Road).
52387

TO LET, two-roomed furnished flat with bathroom, verandah and kitchen. Use of phone. Close to tramcar and Hongkew Park. Apply to Box 648, THE CHINA PRESS.
52555 O 10

TO LET, in Central district. Three roomed partly furnished flat. Apply G. N. Marshall. Phone Cent. 2029.
T. F. 32

GODOWNS TO LET

TO LET. Modern ground floor godown in Central district close to Bund and Nanking Road. Approximately 3,600 square feet. Moderate rental. Apply to The Ben Buildings Co., Ben Building.
52602 O 8

ROOMS TO LET

TO LET in private house, two well furnished rooms with private bathroom attached, suitable for married couple or two bachelors. Also one small room to let, suitable for a young lady or young man. Terms moderate. 5 Kungping Road. Phone North 718. Tramcar, 7, 8, 9.
52560 O 10

ROOMS TO LET

Connaught House

Stand 9 Quinsan Gardens.

Vacant. With Board, one large front attic room. Facing South. Apply Mrs. G. Pollock.

14 and 15 Quinsan Gardens

TO LET

With full board, large and small rooms with bathrooms and verandah. Tel. North 482.

TO LET

ONE large room, furnished, with full board, in Western district, for married couple or two bachelors. Tennis and garage. Apply to Box 425, THE CHINA PRESS.

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61, Carter Road.

South room with verandah and bath. Now vacant. Small room vacant October 19th.
50375

ONE big room to let with board, with bathroom combined. Suitable for married couple or two bachelors, and also one small room, suitable for young lady or gentleman. Please apply 5, Young Allen Terrace.
52568 O 8

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52580 O 10

COMFORTABLE home for married couple, good table, quiet neighbourhood. Moderate charge. Also single room, near tram. Telephone. Apply 59E, Range Road.
52578 O 14

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Unprotected Battleship Is 'Mark' For Aeroplanes, Late British Tests Show

(Reuter's Service)

Portsmouth, Sept. 1.—The aerial menace to the Navy was given a full dress rehearsal recently when the old battleship Agamemnon was attacked by four different types of aeroplanes. A total of 280 dummy bombs were thrown from the air. Out of 48 dropped from close quarters, or point blank range, there were only three misses. At the 8,000 feet range there were nine direct hits and 223 misses. Nine pound smoke bombs were used. If war bombs containing high explosives had been used the Agamemnon, experts say, would certainly have been very badly damaged if not actually sunk. The airplanes operated from a base 30 miles away.

One of the wonders of the demonstration was the behavior of the Agamemnon herself. She was under wireless control, directed from a destroyer. Without a human being on board she twisted and turned at a speed varying from 6 to 15 knots. Her fires were stoked with oil fuel and she manoeuvered throughout a long day as if she had a full crew aboard.

The attacks at point blank range were very spectacular and exciting. Four snipers, flying at 120 miles an hour, dived at the Agamemnon one after another until they were about 150 feet above the sea, and dropped bombs in pairs. Each sniper swung round almost on its heel and was back again to drop two more. Each bomb on exploding emitted a cloud of white smoke so that in two minutes the Agamemnon was wrapped in smoke from end to end and looked as if she were on fire.

The attack gave a vivid impression of the danger that would beset a battleship that had no means of defense against attacks from the air.

The snipers were followed by six camels—machines of similar diminutive size—that swooped down on the Agamemnon, and when at a height of 1,500 feet started peppering her with machine-gun fire.

According to experts, if the test did not prove that a battleship was entirely at the mercy of attacks from the air, it did show the necessity of providing an ample force of fighting and bombing machines to defend the fleet from such attacks.

During the experiments the deck of the light cruiser Canterbury, carrying foreign naval attaches, naval experts and newspaper men, became temporarily the floor of an animated debating society, says the Daily News.

There was one point on which everyone appeared to be agreed: that the development of the aeroplane would not make naval warfare cheaper by leading to the abolition of the battleship, but would make it more expensive by adding to its complexity. There was evidence of the necessity of having more aeroplanes for coast defense.

"All this means," said one enthusiast, "is that the poor old taxpayer will have to put his hands still deeper into his pockets."

That was the general view. The subject was covered by a naval officer who said:

"As far as the Navy is concerned the development of the aeroplane is merely a repetition of the development of the submarine. In both cases there is quick development and then a halt. The battleship confronts another menace; steps will be taken to meet it.

"No doubt the thickness of the deck will be increased and presonnel will be better protected from attack from above. No doubt, too, the aeroplane, like the submarine will score successes. An occasional battleship will be sunk. But to suggest that the aeroplane can make the battleship obsolete—I'm afraid the taxpayer can look for no relief in that direction."

Daughter Of The Mikado Passing Through Shanghai

Shanghai, though unofficially, is entertaining royalty over the week-end. The royal visitor is the Princess Fusako Kitashira-kawa, daughter of His Imperial Highness, the Emperor of Japan, and the first Japanese lady of royal blood ever to undertake a long sea voyage. She comes to Shanghai aboard the steamer Hakone Maru and is en route to France, where she will join her husband.

The Princess, whose full name is Fusako Kane-no-Miya, is the seventh daughter of the Emperor of Japan, and Her Imperial Highness, Haruko. She was married to Prince Kitashira-kawa on April 29, 1909. She is 32 years old, and this is her first trip outside of Japan.

Prince Kitashira-kawa went to France in November of last year to study European life, on the maiden voyage of the Hakone Maru, and to insure the Princess against even the slightest imputation of violations of the canons of the Japanese Imperial Court she is traveling in the same suite aboard the vessel that her husband occupied. Her trip to Europe is considered exceptional because it was only a year ago that the now Prince Regent visited Europe on the first voyage outside the realms of the Japanese Empire that a member of the reigning family had ever taken. Special services were held all over Japan in which prayers were offered for a safe journey of the Prince, and considerable anxiety manifested by the bulk of the Empire's population until he returned, as the royal family of Japan is considered direct descendants of Heaven. The same services and anxiety, to a slightly less extent, are said to have been prevalent in Japan on the occasion of the Princess' departure.

ATTENDED BY NOTABLES

The Princess is being escorted by a number of Japanese notables, including— Viscount K. Maeda, chamberlain of the Imperial Household; Dr. C. Maruyama president of the Osaka Garrison Hospital, and Mrs. Fumiko Nagaoka, wife of the Japanese Minister to Poland. She will join her husband at Warsaw after the Princess' arrival at Marseilles.

The Princess, because of the aloofness of the Royal family of Japan, is not "officially" in Shanghai and consequently no functions are being given for her by the Japanese community. Consul-General Funatsu and Mrs. Funatsu, and Mr. D. Ona, Shanghai manager of the N. Y. K., paid their respects to the Princess aboard the Hakone yesterday. The Hakone sails for Marseilles on Monday.

Other passengers aboard the Japanese liner for European ports include Mr. Hikoyata Iwasaki, son of Baron Iwasaki of the Mitsubishi firm, who is going to Europe and the United States to study; Mr. K. Ariga, son of Dr. C. Ariga, political advisor to the Chines Government; and Mr. H. Kawasaki, son of a prominent Tokio banker, both of whom are to study abroad.

Mr. J. Clifford-Wilkinson managing director of the Tansan Mineral Water Company in Kobe is on board the ship en route to England for a visit, and Mr. Charles Miller, who has been Commercial Attache of the Russian Legation in Tokio, is going to Europe on an extended leave.

Other passengers include Mr. S. Yamazaki, director of the Japan Fire Insurance Company, Dr. R. Kinoshita of the Tohoku Imperial University, Prof. K. Okajima of Keio University, Dr. K. Fujiwara, president of the Forman Hospital Mr. A. Hirata, director of the Mitsui and Co., and Mr. C. Hamada, managing director of a big Tokio insurance company.

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(Reuter's Service)

Moscow, Sept. 1.—Holland, which cared for thousands of under-nourished German children during and since the war, volunteered recently to nurse back to normal several thousand Russian children if the Soviet Government would bear the burden of transporting the youngsters to the Hague.

The Soviet Government has agreed to the proposition. This is the first time that the Soviets have accepted help of this kind from foreign countries.

Children's Matinee To Aid Building Fund Of Club On Thursday

The Philippine Division of the American Woman's Club Country Fair is giving a children's matinee at the Apollo Theater Thursday, October 12, from four to six, to raise money for the building fund. The Apollo management has kindly given them the building for that time and through the courtesy of the Universal Film Company a collection of excellent reels will be shown, including topical features and comedy. It is hardly necessary to say that the films presented will be wholesome, genuinely amusing and high grade in every respect, suited to younger children as well as older ones and sure to be enjoyed by parents as well.

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Thirteen Years at the Russian Court by Pierre Gilliard, the former tutor of the Czarevitch 12.00
Marooned in Moscow, the story of an American Woman imprisoned in Russia, Marguerite E. Harrison .. 6.00
Prime Ministers and Presidents, Charles H. Sherrill 5.00 (interviews with the men who are making history)

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Will Caillaux, Former Premier, Come Back?

By Raymond Recouly

From several questions I have been asked I understand that there exists among many Americans some curiosity upon the actual situation, the whereabouts and the posibilities of coming back to power of M. Joseph Caillaux, the French statesman whom Clemenceau during the war (one of the best things the "Old Tiger" did) had arrested, put in jail and sentenced.

Were Caillaux alone concerned I certainly would not take the trouble to satisfy this curiosity. But this question of the chances of Caillaux coming back to office is entirely connected with the question of France's internal politics at the present moment. Nothing is more interesting and more important for the near future of France than to discuss the latter of these questions.

Caillaux, after having for some time since his sentence kept quiet and remote (although quietness and remoteness of life are not at all in his temperament), is now largely resuming his activity. He writes books and papers. His activity is not confined to France. I know from the most reliable sources that he has tried more than once lately to write for the American papers, and I see that he has succeeded at last in this respect.

All these manifestations are the consequences of a well prepared plan. Caillaux is visibly trying to exploit the feeling of uneasiness and dissatisfaction which is spreading more and more in France on account of the financial difficulties and the bitter feelings caused by the failure of the Treaty of Versailles, especially on the question of reparations. He poses as being the only man able to get his country out of the present financial muddle.

AN INTIMATE SKETCH

I know Caillaux very well, and I have followed with the utmost attention the whole of his career. In the summer of 1911, during the Agadir incident, when the Franco-German relations were strained almost to the breaking point, Caillaux was Prime Minister, and he conducted by himself the negotiations with Germany over the head of the then Minister of Foreign Affairs, M. de Selves. I was the foreign editor of "Le Figaro," and I had in charge during the summer vacation of my director, M. Calmette (the very one who was shot by Caillaux's wife), the foreign policy of this paper. I used to go to see Caillaux at the Ministry of Interior, at the Place Beauvau. Caillaux was always very expansive. He told me very frankly all the details of the negotiations. When I was taking leave of him he used generally to say: "Come to see me whenever you like, but don't go to the Quay D'Orsay (Foreign Ministry). The diplomats there know nothing about anything, and, besides, they are the most pretentious and the most stupid people in the world!"

Caillaux's intelligence and his cleverness are undeniable. His most striking feature is a most extraordinary quickness of mind. As soon as you have opened your mouth he knows all about what you are going to say.

But he has no moral, no intellectual equilibrium. He has no soundness, no solidity of judgment, no self-control whatever. His feverish agitation, his versatility, the violence of his temperament lead him sometimes to do or to say things which might hardly be attributed to an entirely sane and responsible man.

I will give a striking example. While Prime Minister, during some difficult negotiations with the Spanish government about the Morocco question, he openly threatened the King of Spain, Alfonso XIII, a perfect gentleman, for whom the whole of France feels nothing but respect, to encourage secretly the revolutionary and anarchical agitations against him in case Spanish diplomacy should not give way.

DURING THE WAR

What he did during the war, his imprudent, or rather impudent, actions, which more than once were nearly criminal ones, were the direct consequence of his lack of moral equilibrium. In the fall of 1914 his colleague politicians, just to get rid of him, sent him to Argentina on some mission. No sooner had he arrived there than he at once surrounded himself with a gang of adventurers. Many of them were the direct agents of German diplomacy.

He did the same two years later in Italy. He did even worse. At the most critical stage of the war, when a part of Italian opinion was extremely depressed and tired of fighting, he openly conducted a strong propaganda against the continuation of hostilities. He played the German game. He preached a peace of compromise which would have brought to his country nothing less than ruin and dishonor. A similar action amounted nearly to treason. In any other country than democratic France, where not only the spirit but also the letter of the law has to be obeyed, he could have been shot for such an offense.

One of Caillaux's characteristics is that he cannot help being always surrounded by adventurers. While he was Prime Minister his "homme de confiance," his chief secretary, was a man called Desclaux. This very man, a high official in the military treasury, during the first month of the war, on the field, was caught stealing in the vilest manner some meat destined for the soldiers and bringing it secretly to Paris in his motor car. He was court-martialed and sentenced to five years of penal servitude. Such are the friends of Caillaux.

Caillaux is a born corrupter. While in office he used to lavish all the favors on his collaborators and friends. It is why he finds so many supporters. I was present at all the sittings of his wife's trial after the shooting of Calmette in July, 1914, during the weeks immediately preceding the war. I never saw anything so disgusting in my whole life. A numerous "clique," composed of the worst elements and specially selected by his agents, tried all the time to intimidate the witnesses and influence the jury.

A REMOTE CHANCE

Now, the only chance of Caillaux coming back to power would be for him to take the leadership of the Radical party and to start a strong alliance between this party and the Socialists.

But the Radical (this is not in France a party of the extreme Left; it is much more moderate) possesses already some strong leaders like Herriot, the Mayor of Lyons, and Doumergue, former Prime Minister. All those men are shrewd politicians; they know perfectly well the strong unpopularity of Caillaux. They are aware that his simple presence at the head of their party would very violently hurt the feelings of the soundest elements in the country. For that reason they are not likely to surrender the leadership of the party to such a man. They are not likely to commit such a suicide, politically speaking, just to please Caillaux.

You hear some people saying the political evolution of France at the present moment marks a strong tendency toward the Left. Of course, in all the countries which were involved in the war, in France as well as in England, the elections held immediately after the war, the "khaki elections," as they were termed, do not reflect perhaps exactly the real opinion of the people. There may be a certain reaction against what is called in France "le bloc national," as in England against the "coalition." But in France this reaction will certainly be very slight. The elections for the Senate, which took place last year, brought very little change so far as the situation of the respective political parties is concerned.

The Radical party, supposing it is likely to increase, will not possess by itself a majority. Any alliance with the Socialists is difficult, if not impossible, so long as the great number of the latter cling to Bolshevist ideas.

And even a Radical majority, a Radical Cabinet, would certainly not commit such a blunder as to throw itself into the arms of Caillaux.

Engineering Museum

De Lamater And Ericsson Collections To Be Placed In Smithsonian Institute

An Engineering Museum, the counterpart of the South Kensington Museum in London, the Arts et Metiers in Paris and the German Museum in Munich, is to be established by the American Society of Mechanical Engineers under the auspices of the Smithsonian Institution. It will be housed in the National Museum at Washington. A contributor to The Iron Age (New York) states that after its commemoration on March 9, of the sixtieth anniversary of the battle between the Monitor and Merrimac, the Society appointed a committee to co-operate in making a collection of historical material connected with Cornelius H. De Lamater and Capt. John Ericsson during their 50 years' association (1840-1890) in the De Lamater Iron Works. The chairman points out that these works were the largest institution of their kind in their day and that during the period mentioned developments took place in naval merchant-marine, ordnance and industrial engineering "which helped materially to raise this nation from comparative unimportance to its recognition as the leading nation of the world, and yet of the details of this accomplishment there is no record." We read further:

"In seeking for a permanent depository for this historical collection the committee conferred with the Smithsonian Institution at Washington, and its secretary sent with his reply his latest report on the National Museum which is under his custody. The concluding paragraph of this report reads as follows:

"'Museums devoted to history, art and the natural sciences are established in all of the larger nations of the world and many of them have established, in addition educational museums of engineering and industries, but nowhere in this nation of ours, the most advanced in the application of the engineering and mechanical arts, is there a similar institution. The commanding place in the world which the United States has reached in the short space of seventy-five years is due largely to the full development and utilisation of mechanical power in the exploitation of her natural resources. It is this that has made it possible for the people of the United States to enjoy a standard of living far and above that under which the peoples of the rest of the world exist, and still no public sign of appreciation, either national or otherwise, is to be found anywhere. What more suitable monument could there be, therefore, than a Museum of Engineering and where could there be found a more logical place for it than as a part of the great National Museum?'

"The Smithsonian Institution then not only solicited the placing of the DeLamater-Ericsson historical collection in its National Museum but proposed the co-operation of the committee in establishing the nucleus there of a great national engineering museum.

"Notwithstanding all that the engineers have done for this country, it was not until 1920 that one of them, James B. Eads, was deemed worthy of being associated with the notables in other vocations in the Hall of Fame. 'The first monument to an engineer is only now being erected and will be dedicated to Capt. John Ericsson in 1924 adjoining the Lincoln Memorial in Washington. The first engineer to be given a chair in a President's Cabinet is Mr. Hoover, in the present administration.'

"The committee has responded that it realises the responsibilities to be incurred in assuming the performance of such a task as has been proposed, but feeling that now is the time to do it, and feeling that with the backing of the American Society of Mechanical Engineers, it is strong enough to do it, it has started the movement.

"At the annual meeting of the American Society of Mechanical Engineers, there will be exhibited a part of the historical collection in the Engineering Societies' Building. Such of it as would be appropriate as representing the work of Captain Ericsson will be sent as requested to the tercentenary of the city of Gothenburg, Sweden, to be held there next summer. On its return it will go with the rest of the collection to the National Museum at Washington."

It is announced by Science Services' Science News Bulletin that in this country is contemplated. (Washington) that a new building especially designed for the display of operative models and to furnish a complete demonstration of past and present mechanical develop-

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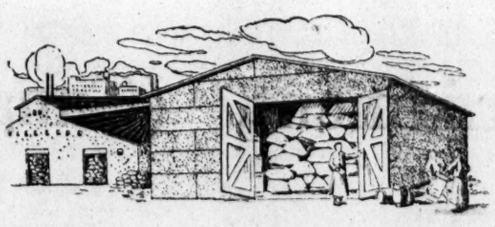

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A Lost Opportunity

(From The Economist)

We share with all good citizens the profound hope—even though it be a case of hoping against hope—that the Balfour Note will lead us toward a settlement of the great problems of international finance which are holding back Europe and the world from the path of recovery. But in our opinion Mr. Lloyd George has missed a great opportunity of directing the current of world affairs in the direction of reconciliation. Either from a lack of faith, an inherent leaning toward the indirect instead of the direct course, a misreading of the situation in France as well as at home, or from a combination of these motives, he has come down in a divided Cabinet in favor of the policy of maneuver instead of the frank, unequivocal, and unconditional declaration which British self-interest imperatively demands, and for which the whole world was waiting. If a halt is to be called to the growing deterioration of the financial state of Europe, the prevailing pessimism must be dispelled by some ray of hope. The Balfour Note failed to dispel it, but, on the contrary, has caused prolonged disappointmen in London, in Paris, in Berlin, and in America. Foreign comment recognises that the world had no right to demand any other attitude from Great Britain, but, on the other hand, there seems to be no other country able or ready to break through the vicious circle.

The Note, which is adressed to France and our other Continental debtors, begins by setting out Great Britain's war debts and credits. The total of the latter is given as £3,400 millions, of which Germany owes £1,450 millions, Russia, £1,300 millions, and our Allies, £1,300 millions. Against this Great Britain owes £850 millions at par of exchange, together with interest accrued since 1919. Great Britain is prepared, "if such a policy formed part of a satisfactory international settlement, to remit all her debts, due to Great Britain by our Allies in respect of loans, or by Germany in respect of reparations." But "if our undoubted obligations as debtor are to be enforced, our not less undoubted rights as a creditor cannot be left wholly in abeyance." There follows a forcible discursus upon the burdens of the British taxpayer, an unexceptionable reference to the deplorable effects of international indebtedness upon credit, exchange, production and trade, which leads up rather curiously to the request to France and the other debtor countries to deal with their debts to Great Britain to the best of their ability. Then follows this statement: "They (i.e., the British Government) desire to explain that the amount of interest and repayment for which they ask depends not so much on what France and other Allies owe to Great Britain as on what Great Britain has to pay to America. The policy favored by His Majesty is, as I have already observed, that of surrendering their share of German reparation and writing off through one great transaction the whole body of inter-Allied indebtedness."

So far, the Note carries no hope of a step forward, for it makes concessions by this country dependent upon action by the United States which everyone knows will not be forthcoming. But the sentences that follow may be of high importance, and deserve the closest study: "But if this (general cancellation) be found impossible of accomplishment, we wish it to be understood that we do not in any event desire to make a profit out of any less satisfactory arrangement. 'In no circumstances do we propose to ask more from our debtors than is necessary to pay our creditors." This last sentence, when read in conjunction with the total figures of Great Britain's credits and debts quoted above, leaves the door still open to the possibility of an offer to remit fifteen shillings in the pound, without any dependence upon any change in policy by the United States.

The deplorable feature of the Note is the insistence that Great Britain's debt policy is contingent upon that of America. Cables from across the Atlantic already reveal the unfortunate effect upon American opinion which such insistence was bound to produce. The attempt to place on America's shoulders the responsibility for holding France to her obligations is obviously calculated to check the hoped-for re-orientation of American opinion which a bold and generous initiative on the part of Great Britain might have most effectively accelerated. We regret still more that the Note cantains references to the British debt to America which are open to serious challenge. The Note says: "The food, the raw material, the munitions required by the immense naval and military efforts of Great Britain and half the £2,000,000,000 advanced to the Allies were provided, not by means of foreign loans, but by internal borrowing and war taxation. Unfortunately, a similar policy was beyond the power of other European nations. Appeal was therefore made to the Government of the United States, and under the arrangement then arrived at the United States insisted, in substance of not in form, that, though our Allies were to spend the money, it was only on our security that they were prepared to lend it." This suggests two things. First, that as regards food and munitions during the war this country was self-sufficing, and had no need of of loans in the United States. That is misleading. Had we been unable to obtain dollar credits our food situation would have become serious and our munitions effort would have been substantially curtailed. In this respect, also, the Note apparently overlooks credits given for the purpose of supporting the exchange. Secondly, it would lead the uninitiated to suppose that America refused to lend to France and Italy without our guarantee. Such a meaning cannot of course be intended by those who framed the Note, because, as everyone knows, America made huge loans direct to our Continental Allies. In the general consideration of the whole position of international debt and credit, the position of Great Britain is strong enough to have no need of the support of inexact statements, which, we fear, will serve only to increase the disfavor with which the Note has been received in America. We can only hope that Sir Robert Horne has succeded in modifying that disfavor by stating in the House of Commons on Thursday: "I wish to make it clear beyond all possibility of misapprehension that we realise and recognise to the full our obligation to pay our debt to the United States of America."

The Note urges as the reason for the Government's "reluctant change of policy" toward allied debts, the burdened position of the British tax-payer and this, indeed, was the foundation of the Prime Minister's defence of the Note in the House of Commons. Of the heavy weight of taxation pressing upon this country we are as fully aware as the Prime Minister, and we agree that it is the duty of the Government to give that aspect of the question its fullest consideration. But with the official argument that a bold remission of debt, without relation to American policy, is contrary to the interests of the British taxpayer, we join issue. What is most directly against the British taxpayer's interests is that the present financial tangle, with its potent and deplorable restraint on production, trade, and employment, should remain unravelled. If, on the other hand, in return for surrendering credits whose value is a great deal more than dubious, the British taxpayer could obtain a sound reparations settlement, the rebirth of confidence, and the revival of world trade, then he would be greatly the gainer by the bargain.

But, although the Note is marred by misleaidng methods of exposition as well as by its basic policy, it contains statements of great importance from which far-reaching results may conceivably arise. The door is left open, as we have shown, for an offer to cancel 15 shillings in the pound of our claims on the Continental nations. If this means that we are to demand the remaining 5 shillings, or £850 millions of so, from our most solvent debtors (viz., France and Italy), the deadlock is complete. But if this statement is to be regardod as purposely ambiguous, and is to be made the subject of sympathetic and broad discussion at next week's conferences in Downing Street, we may yet see some step forward, and this will become the less impossible if any accuracy is possesed by the French rumors of the plans which M. Poincare will bring to London. Hopeful, too, is the offer (albeit conditional at present on general cancellation) to forego our share of German reparations. This represents a distinct advance on past statements of British policy. If it is in these passages which open the way to a 75 percent remission that the real significance of the Note lies, then the position created is less hopeless than a first perusal suggested. A great opportunity has been missed, but a lesser opportunity is still open for concerting the beginnings of a policy that would meet French needs, check Germany's plunge, and redound to the material advantage also of Great Britain and the world.

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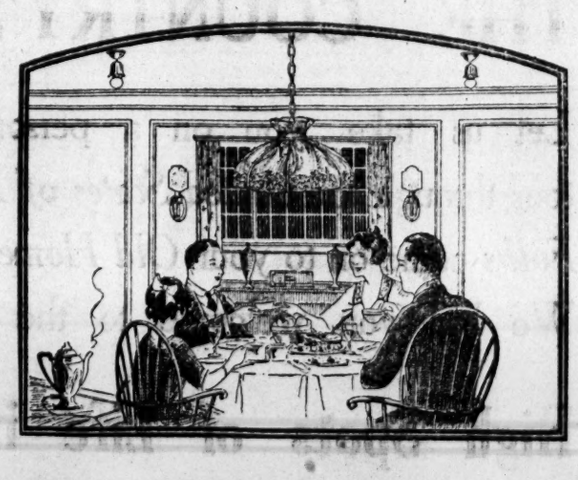

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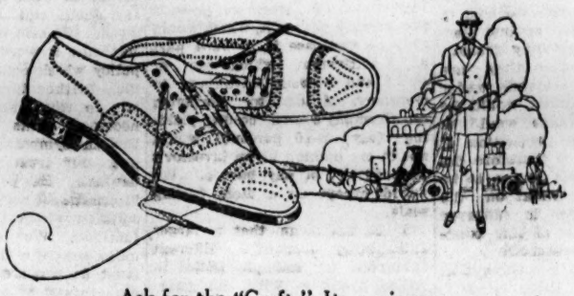

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A Keynes Scheme For War Debts

Noted Economist Outlines A Plan For The Liberal Party

The following proposals by John Maynard Keynes, author of "The Economic Consequences of the Peace" and "A Revision of the Treaty," were put forward by the noted economist in an address made before the Liberal Summer School at Oxford last month. His scheme is a suggestion for a platform for the Liberal Party. His address was made just after the Balfour note was made public and deals primarily with the question raised by the document. Mr. Keynes said:

I do not complain of Lord Balfour's Note, provided we assume, as I think we can, that it is our first move and not our last. Many people seem to regard it as being really addressed to the United States. I do not agree. Essentially it is addressed to France. It is a reply, and a very necessary reply, to the kites which M. Poincare had been flying in the Times and elsewhere, suggesting that this country should sacrifice all its claims of every description in return for virtually nothing at all—certainly not a permanent solution of the general problem. The Note brings us back to the facts and to the proper starting point for negotiations.

In this question of reparations the position changes so fast that it may be worth while for me to remind you just how the question stands at this moment. There are in existence two inconsistent settlements, both of which still hold good in law. The first is the assessment of the Reparation Commission—namely, 132 milliard gold marks. This is a capital sum. The second is the London settlement, which is not a capital sum at all, but a schedule of annual payments calculated according to a formula; but the capitalised value of these annual payments, worked out on any reasonable hypothesis, comes to much less than the Reparation Commission's total, probably not much more than half.

But that is not the end of the story. While both the above settlements remain in force, the temporary regime under which Germany has been paying is different from, and much less than, either of them. By a decision of last March Germany was to pay during 1922 £36,000,000 (gold) in cash, plus deliveries in kind. The value of the latter cannot be exactly calculated, but, apart from coal, they do not amount to much, with the result that the 1922 demands are probably between a third and a quarter of the London settlement, and less than one-sixth of the Reparation Commission's original total. It is under the weight of this reduced burden that Germany has now broken down; and the present crisis is due to her inability to continue these reduced instalments beyond the payment of last month.

In the long run the payments due during 1922 should be within Germany's capacity. But the incessate policy pursued by the Allies for the last four years has so completely ruined her finances that for the time being she can pay nothing at all; and for a shorter or longer period it is certain there is now no alternative to a moratorium.

What, in these circumstances, does M. Poincare propose? To judge from the semi-official forecasts, he is prepared to cancel what are known as the "C" bonds, provided Great Britain lets France off the whole of her debt and forgoes her own claims to reparation.

What are these "C" bonds? They are a part of the London settlement of May, 1921, and, roughly speaking, they may be said to represent the excess of the Reparation Commission's assessment over the capitalised value of the London schedule of payments, and a bit more. That is to say, they are pure water. They mainly represent that part of the Reparation Commission's total assessment which will not be covered even though the London schedule of payments was paid in full.

In offering the cancellation of these bonds, therefore, M. Poincare is offering exactly nothing. If Great Britain gave up her own claims to reparation, and the "C" bonds were cancelled to the extent of France's indebtedness to us, France's claims against Germany would be actually greater, even on paper, than they are now. For the demands under the London settlement would be unabated, and France would be entitled to a large proportion of them. The offer is therefore derisory, and it seem to me to be little short of criminal on the part of The Times to endeavor to trick the people of this country into such a settlement.

Personally I do not think that at this juncture there is anything whatever to be done except to grant a moratorium. It is out of the question that any figure low enough to do Germany's credit any good now could be acceptable to M. Poincare, in however moderate a mood he may visit London next week. Apart from that, it is really impossible at the present moment for anyone to say how much Germany will be able to pay in the long run. Let us content ourselves, therefore, with a moratorium for the moment, and put off until next year the discussion of a final settlement, when, with proper preparation beforehand, there ought to be a grand conference on the whole connected problem of inter-Gvoernmental debt, with representatives of the United States present, and possibly at Washington.

The difficulties in the way of an immediate settlement are so obvious that one might wonder why anyone should be in favor of the attempt. The explanation lies in the popular illusion with which it now pleases the world to deceive itself—the International Loan. It is thought that if Germany's liabilities can now be settled once and for all the "bankers" will then lend her a huge sum of money by which she can anticipate her liabilities and satisfy the requirements of France. In my opinion the International Loan on a great scale is just as big an illusion as reparations on a great scale. It will not happen. It cannot happen. And it would make a most disastrous disturbance if it did happen.

A RIDICULOUS IDEA

The idea that the rest of the world is going to lend to Germany, for her to hand over to France, about 100 percent of their liquid savings—for that is what it amounts to—is utterly preposterous. And the sooner we get that into our heads the better. I am not quite clear for what sort of an amount the public imagine that the loan would be; but I think the sums generally mentioned vary from £250,000,000 up to £500,000,000. The idea that any Government in the world, or all of the Governments in the world in combination, let alone bankrupt Germany, could at the present time raise this amount of new money (that is to say, for other purposes than the funding or redemption of existing obligations) from investors in the world's Stock Exchanges is ridiculous. The highest figure which I have heard mentioned by a reliable authority is £100,000,000. Personally I think even this much too high. It could only be realised if subscriptions from special quarters, as for example German hoards a road and German-Americans were to provide the greater part of it, which would only be the case if it were part of a settlement which was of great and obvious advantage to Germany. A loan to Germany, on Germany's own credit, yielding (say) 8-10 percent would not in my opinion be an investor's proposition in any part of the world, except on a most trifling scale.

I do not mean that a larger anticipatory loan of a different character, for example, issued in Allied countries with the guarantee of the Allied Governments, the proceeds in each such country being handed over to the guaranteeing Government so that no real money would pass, might not be possible. But a loan of this kind is not at present in question. Yet a loan of from £50,000,000 to £100,000,000—and I repeat that even this figure is very optimistic except as the result of a settlement of a kind which engaged the active goodwill of individual Germans with foreign resources and of foreigners of German origin and sympathies—would only cover Germany's liabilities under the London schedule for four or six months and the temporarily reduced payments of last March for little more than a year. And from such a loan, after meeting Belgian priorities and Army of Occupation costs, there would not be left any important sum for France.

"UNCLEAN HANDS"

I see no possibility, therefore, of any final settlement with M. Poincare in the immediate future. He has now reached the point of saying that he is prepared to talk sense in return for an enormous bribe; and that is some progress. But as no one is in a position to offer him the bribe, it is not much progress; and as the force of events will compel him to talk sense sooner or later, even without a bribe, his bargaining position is not strong. In the meantime he may make trouble. If so, it can't be helped. But it will do him no good, and may even help to bring nearer the inevitable day of disillusion.

I may add that for France to agree to a short moratorium is not a great sacrifice, since, on account of the Belgian priority and other items, the amount of cash to which France will be entitled in the near future, even if the payments fixed last March were to be paid in full, is quite trifling. So much for the immediate situation and the politics of the case. If we look forwards a little, I venture to think that there is a clear, simple, and practical policy for the Liberal party to adopt and to persist in.

But M. Poincare and Mr. Lloyd George have their hands tied by their past utterances. Mr. Lloyd George's past in the matter of reparations is the most discreditable episode in his career. It is not easy for him, whose hands are not clean in this matter, to give us a clean settlement. I say this although his present intentions in this matter appear to be reasonable. All the more reason why others should pronounce and persist in a clear and decided policy.

I was disappointed, if I may say so in what Lord Grey had to say about this at Newcastle last week. He said many wise things, but not a word of constructive policy which could get anyone an inch farther forward. He seemed to think that all that was necessary was to talk to the French sympathetically and to put our trust in international bankers. He put a faith in an international loan as the means of solution which I am sure is not justified. We must be much more concrete than that, and we must be prepared to say unpleasant things as well as pleasant ones.

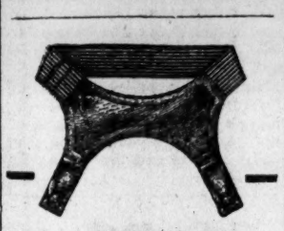
THE "CERTAIN" SOLUTION

The right solution, the solution that we are bound to come to in the end, is not complicated. We must abandon the claim for pensions and bring to an end the occupation of the Rhinelands. The Reparation Commission must be asked to divide their assessment into two parts—the part that represents pensions and separation allowances and the rest. And with the abandonment of the former the proportion due to France would be correspondingly raised. If France would agree to this—which is in her interest anyhow and would terminate the occupation—it would be right for us to forgive her (and our other allies) all they owe us and to accord a priority on all receipts in favor of the devastated areas.

If we could secure a real settlement by these sacrifices I think we should make them completely regardless of what the United States may say or do.

In declaring for this policy in the House of Commons yesterday, Mr. Asquith has given the Liberal party a clear lead. I hope they will make it a principal plank in their platform.

This is a just and an honorable settlement, satisfactory to sentiment and to expediency. Those who adopt it unequivocally will find that they have with them the tide and a favoring wind. But no one must suppose that, even with such a settlement, any important part of Germany's payments can be anticipated by a loan. Any small loan that can be used will be required for Germany herself, to put her on her legs again and enable her to make the necessary annual payments.



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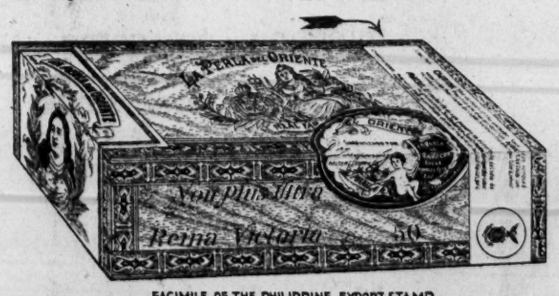

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Kaiser's Beginnings As Diplomat Told

BY HISTORIAN LEPSIUS

Berlin, Sept. 2.—One of the editors of the German Archives publication, Professor John Lepsius, the well-known historian, is writing a series of studies of political situations of the last fifty years revealed by the secret files of the Wilhelmstrasse for The New York Herald. This number contains a study of the first flights of William II. into international politics.

The importance and scope of these publications of the German archives is indicated by the fact that they involve a reading of some 40,000 volumes, and the printing of twenty volumes of documents covering the period of 1871 to the late war.

The correspondent of The New York Herald has seen several of these volumes, piles of yellow letters and reports sewn together in half cloth covers. There need be no doubt about the authenticity of the letters published because The New York Herald was permitted to make a selection for reproduction.

One document is an important one for several reasons. It discloses a difference of opinion between Bismarck and William which took so vigorous a form that the document was especially closed with a big black seal bearing the Prussian eagle. Even succeeding Secretaries of Foreign Affairs did not know what the envelope contained. Such was the fate of the exchange of views between Salisbury and Bismarck which might have led to an Anglo-German alliance, and other negotiations which might have led to a Russo-German alliance had Bismarck's followers known what had preceded.

One of editors of the documents which are appearing in book form at the rate of five a year, is Prof. John Lepsius, an expert on affairs who has defended the cause of the Armenians against a hostile Germany. Another is Mendelssohn Bartholdy, grandson of the famous composer and professor at the universities of Wuerzbeurg and Hamburg, an authority on contemporary history. The third is Dr. Friedrich Thimme, keeper of the records of the Prussian House of Lords.

Dr. Lepsius explained the nature and scope of the present important publications.

REASON FOR PUBLICATION

The decision to publish these documents was made during the early days of the revolution, when the socialist Kautsky was entrusted with the task of publishing documents dealing with the period immediately preceding the war; i.e., from the assassination of the Austrian Crown Prince up to the 5th of August 1918. His revelations appeared in four volumes in November 1919. In August 1919, however Professor Mendelssohn-Bartholdy was entrusted with the task of writing a fuller account of the history preceding the war.

The German Government doubted whether it was advisable to allow the Kautsky account of the shorter period to precede the fuller account, because apart from the obvious historical difficulties in such a statement of the causes of the war, the Entente refused to make the basis of their verdict as to who was guilty of the war depend on documents over so short a period. The German Government however, decided to issue the documents.

Although the original publication was to go back no further than the Bosnian crisis, it soon became clear that the work was too much for one man. The Government therefore called in Dr. Thimme and Dr. Lepsius with a staff of assistants. It also was evident that it would be necessary to go much further back than originally intended. Every historian will agree that the causes of the war date back to 1871 and should include the main diplomatic events which followed, such as the Berlin Congress of 1878, the occupation of Egypt by England in 1882, and subsequently the formation of the Triple Alliance and then of the Triple Entente. This involved the examination of no less than 40,000 volumes.

What assurance is there that the documents which now appear are not a biased selection or composed of fragments of original texts? Much assurance of their accuracy is given by the high personal and scholastic standing of the editors themselves. They are not propagandists in political parties. They had access to all parts of the archives, and state that they were under no pressure to spare this or that person or to cover over some particular incident. At first some of the older diplomats in the Foreign Office would have welcomed censorship, but the editors refused to continue research if one was exercised.

Professor Lepsius states that they are not suppressing documents which might throw impersonable light upon German past polity. They must, however, make a selection.

Out of 40,000 volumes the editor in many cases could only use one or two from a volume. This involved a discrimination which gives them wide latitude. Their method of handling the documents however, is reassuring. Instead of running them chronologically and scattered they have so grouped them that each historical incident is covered with continuity by the documents concerning it. By this method important suppressions would show gaps.

* * *

When William II. made his entry on the political stage June 15, 1888, after the short reign of his unhappy father, all the world was agog to see what kind of part the young Emperor would play. The recent publication of the German official documents, of which six volumes deal with the Bismarck period from 1871-1890 enables us to see the matter in a clearer light. They show us William II, first as prince, then as Crown Prince and finally as the young sovereign, but still overshadowed as such by the great Chancellor. We can, however, already foresee the moment coming when he will free himself from his master and become his own Chancellor.

Prince William attracted very considerable curiosity before the death of William I. when it became known that his father was the victim of an incurable disease. London and Paris endeavored to discover the views of the future their to the throne. In November, 1887, Lord Salisbury expressed himself as follows to the German Ambassador, Count von Hatdfeldt: "His Royal Highness Prince William is indeed a very young man but he has the most admirable qualities and his lively sympathy for Russia is an open secret."

The Queen of England also showed great anxiety as to the future policy of her grandson. St. Petersburg was already aware that although the Crown Prince was the husband of an English wife, the Prince was not the son of his English mother. In two visits to the Russian Court, Prince William had won the heart of Alexander III. If St. Paul was content to allow his enemies to say of him that "his bodily presence was weak and his speech contemptible" even the personal enemies of William II have to confess that his strongest side was his manner of dealing with others and that both as a host and as a guest he knew how to fascinate with his conversation.

Alexander III. said to his Minister, M. de Giers, after the first visit of the Prince: "Everything that Prince William said to me has pleased me immensely. He sees things from the right point of view, is interested in everything and understands everything, and I am much pleased with the conversation which I had with him. The Prince made use of a very good expression. "We need a triple alliance and a bond of friendship to stem the flowing tide of anarchy."

M. Giers adds: "Prince William has achieved a great triumph. He has done in two days what our diplomacy has not been able to induce the Emperor to accept in six months." The result of the visit was the renewal of the Three Emperor Alliance.

The second visit of the Prince to the Czar's Court, two years later, in August 1886, was also a great success. For some extraordinary reason the Crown Prince Frederick William, was displeased with the fact that Bismarck utilised Prince William for diplomatic missions and thus gave the son, who was then 27, a political education which the father had never had. He was, in fact jealous of his son and wrote the following letter to the Imperial Chancellor:

"The Crown Prince Frederick William to the Imperial Chancellor Prince Bismarck.

(Autograph)

"Potsdam, 12th August, 1886

"My dear Prince:

"I will inform you in the deepest confidence that I have learned from the newspapers as well as from rumor that my eldest son is to pay a visit to the Czar at Skiernewice and that people consider the propcsed visit as important diplomatically as the recent meeting at Gaastein.

"If, as I hope is not the case, there is any truth in these rumors I request you earnestly to prevent my son being sent on this mission, as he possesses too little experience and is still too unripe to judge of important political questions.

"In my opinion, such a mission can only have bad results and I could not see my son undertake it without anxiety.

"I have just received a letter from him describing his plans for the winter in which he informs me, to my astonishment, that he has already spoken both to His Majesty and yourself as to his future activities and that it is intended that he shall be employed in the Foreign Office.

"I very much regret that I have no opportunity of discussing this matter with you personally, as I am convinced that, apart from other misgivings which I have on this subject, you would share my opinion that it is not advisable that a Prince who stands so close to the Throne should work so openly in the Foreign Office.

"He might do so in any other Ministry without occasioning remark.

"I can see no objection to officials of the Foreign Office informing him on individual important points, although I cannot see the necessity of this, as this only fell to my lot after His Majesty had become Regent.

"With kindest regards from the Crown Princess I remain, always yours sincerely.

"Frederick William,
Crown Prince."

The Crown Prince's protests were in vain. The Emperor William I. ruled that the Prince should carry out his mission. Prince Bismarck worked out a set of instructions for the Prince, the contents of which received the special attention of the Kaiser. The Prince visited the Czar on the 12th of September but at Brest-Litovsk instead of at Skiernewice and left behind him the most favorable impression on Alexander III. "as the Prince was particularly sympathetic to him."

So long as he was simply Prince William the ex-Kaiser was an admiring follower of Prince Bismarck's policy but with the death of William I. he became Crown Prince and as he advanced in importance so far as his position was concerned, the Chancellor came to be viewed in a different perspective. So long as he was only a prince he looked up to him; as soon as he became Crown Prince he regarded himself as his equal; as ruler, he looked down on him. During his father's illness he had to represent him in certain affairs of state and he made some marginal notes on the first diplomtic report which passed through his hands.

When Prince Bismarck read these first marginal comments of his future sovereign, he was anything but pleased. He took advantage of the occasion to plumb the young monarch's real thoughts, partly as mentor and

(Continued on Page 14)

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Shanghai Municipal Bank Deposits	,,	5,050.00	6,917.80	7,013.87
Shanghai French Municipal Council	Debentures ,,	450,300.00	616,849.31	479,157.95
Shanghai Gas Co., Ltd.,	Debentures ,,	45,100.00	61,780.82	49,621.88
Shanghai Land Investment Co., Ltd.,	Debentures ,,	321,500.00	440,410.95	388,217.86
Shanghai & Hongkew Wharf Co., Ltd.,	Debentures ,,	54,700.00	74,931.51	69,656.45
Shanghai Club	Debentures ,,	20,300.00	27,808.22	23,141.99
Anglo-French Land Invest., Co. Ltd.	Debentures ,,	65,400.00	89,589.04	75,836.55
Shanghai Hotels Ltd.,	Debentures ,,	47,900.00	65,616.44	51,265.19
Shanghai Mutual Telephone Co., Ltd.	Debentures ,,	3,300 00	4,520.54	3,810.48
Weeks & Co., Ltd.,	Debentures ,,	5,400.00	7,397.26	7,499.99
Shanghai Race Club	Debentures ,,	10,000.00	13,698.63	11,787.06
Cercle Gaulois (Hankow)	Debentures ,,	12,600.00	17,260.27	18,333.48
Hall & Holtz Ltd.,	Debentures ,,	5,300.00	7,260.27	6,964.43
Cercle Sportif Francais	Debentures ,,	9,250.00	12,671.23	12,139.09
Grand Hotel de Pekin	Debentures $	2,600.00	2,600.00	2,600.00
French Municipal Council (Hankow)	Deb. H. Tls.	50,000.00	71,527.78	71,527.78
British Municipal Council (Hankow)	Deb. ,,	50,000.00	70,301.39	70,301.39
Hongkong & Whampoa Docks Co., Ltd.	Deb. HK $	10,000.00	10,000.00	10,000.00
Mortgages	Tls.	848,700.44	1,178,185.91	1,178,185.91
Mortgages	$	166,700.00	166,700.00	166,700.00
Loans to Bondholders against their Bonds ...	$	714,369.22	714,369.22	714,369.22
			$4,593,821.24	$4,263,858.58

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Kaiser's Beginnings As Diplomat Told

(Continued from Page 13)

partly as Chancellor. The Crown Prince's reply has already appeared in the third volume of Bismarck's "Thoughts and Memories," but the Chancellor's letter has only recently become known from the documents published by the Foreign Office. This was among the documents sealed up from inquisitive eyes.

The occasion for the Chancellor's letter was as follows: During the autumn and winter of 1887 there was a serious danger of war between Austria and Russia. The General Staffs of Berlin and Vienna considered the moment favorable for war. Bismarck, however, who had never permitted the General Staff to affect his policy, exercised all his influence at Vienna and St. Petersburg to remove the misunderstandings, and prevented war.

But later on, on April 28, 1888, he was informed of remarks of the Austrian Minister for Foreign Affairs, Count Kalnoky, to the effect that the General Staffs were perhaps right in suggesting in the previous autumn that it would be better to smash Russia's power before it became a danger. This was the report which passed through the Crown Prince's hands, and opposite this passage he had written "Yes" in the margin.

The report continues: "It is possible to see the danger increasing with mathematical certainty, but it is impossible to eliminate it, as no statesman would dare to undertake the responsibility of starting the war." Here the Crown Prince wrote "Quite right" in the margin. The two comments are not really contradictory. The Chancellor, however, considered them both a matter of serious concern. He considered that the margins of diplomatic documents were his own special domain, and he had no desire to see remarks by his future sovereign on them which ran counter to his policy. He replied: "If we give assurances of our peaceful intentions, and if it transpires that one word has been said to the effect that the General Staff was right in advising us last autumn to smash Russia's power, we destroy the belief of our ally in our trustworthiness, and that would be even more disastrous than war."

But it is obvious that it was much more important in the Chancellor's view to ascertain his future ruler's real attitude to war and peace than to squabble with him about marginal notes. Was he more inclined toward war or peace? That was the question for him as Chancellor. Bismarck's letter of the 5th of May, 1888, is a masterpiece of diplomatic education. Referring to the marginal note supporting the General Staff's advice, he writes:

"In all human probability the decision as to war and peace will lie exclusively in your Imperial Majesty's hands before many months are out. This fact lends every indication which comes from your Imperial Highness's direction on this subject an importance which does not permit me to leave your Imperial Highness's marginal notes on the official papers of the Foreign Office unnoticed. We should never succeed in smashing Russia's military power so completely as, for instance, we did that of France in 1870. But what would be the results of a war against Russia even if we were victorious? We should have for the future a second France, ready to utilise every favorable opportunity to attack us, and we should have the two strongest Powers on the Continent, after Germany, as our natural enemies in every war."

He was also not of the opinion that the sooner the war comes the better. The Chancellor obviously overlooked the intent of the second note, "Quite right," which is a refusal to consider the idea of a "preventive" war in order to force a declaration from his future ruler as to his attitude to war in general.

In his reply of the 10th of May, published in Bismarck's "Thoughts and Memories" (Vol. 3), William II confesses that he is a convinced adherent of Bismarck's peaceful policy. His not "Quite right" was more his real opinion than his "Yes." Bismarck thus acquired the certainty that he could carry on his old policy under the new regime. His aim, which he carried out for another two years with undeniable success as to avoid all European wars. The Crown Prince also found it advisable to change the opinions expressed in his "ominous" marginal notes.

Bismarck's object was achieved, and yet it is impossible that anyone who reads the young prince's reply can avoid gaining the impression that the self-conscious tone which he adopts, from which it is plain that he considers his opinion as valuable as that of the Chancellor, is an indication of future and inevitable conflicts of opinion.

Scarcely, two years went by and the old Chancellor and the young ruler were at loggerheads. The emperor had attained such a stature that he thought he could reach over the head of the greatest statesman of the century. The factors which brought matters to a head were not only differences in feeling on social policy, but also "imponderabilia" in foreign policy. The most important, however, was the increase in the sense of his own power which led the emperor to step out from the shadow of the great Chancellor into the full glare of the noonday sun.

A personal note of the Emperor hurt the Chancellor's feelings more than the opposition of the sovereign on various matters, because it threw an unfounded suspicion on his most cherished preserve, the management of the Foreign Office. Reports had been received from Herr Raffauf, the German consul at Kieff, concerning Russian armaments. These reports were received on the 15th of March and on the 10th Bismarck sent the information of military importance to the Emperor. They were returned to the Chancellor with an ungracious note on the morning of the 17th, from which it appeared that the Emperor suspected that the Chancellor had held back the Kieff reports for some considerable time and had concealed important passages from him.

Both these suppositions were wrong as the official documents show, as was also the Emperor's fear that the Russians were already on the march to seize strategic positions. The calm judgment of the Chancellor was more correct than the Emperor's nervous anxiety. But the Chancellor crisis had reached a stage where it must inevitably come to its foredestined result. The Emperor was looking for reasons to get rid of Bismarck and he found them. As fate would have it, an unimportant consul played an important part in the history of the world. Small events sometimes produce important results.

The following passage from Bismarck's letter requesting the acceptance of the resignation which had been forced upon him, tells the story. "But even if it were advisable to make our foreign policy so independent of our home politics and our imperial policy so little dependent on that of Prussia, I should still not be able to undertake to carry out Your Majesty's instructions as regards foreign policy in accordance with Your Majesty's latest decisions as to the direction it should take as contained in your note accompanying the return of the reports of the counsel at Kieff. I should by doing so jeopardise all the important advantages which have been obtained by the German Empire through our foreign policy during decades under your Majesty's two last predecessors in regard to our relations with Russia, advantages gained in spite of unfavorable conditions."

The Emperor's note referred to, runs:

"The reports show as plainly as possible that the Russians are taking all strategic measures preparatory to going to war and I must express my regret that I have seen so few of the Kieff reports. They might have warned me long since of this terrible danger which threatens us. It is high time to warn Austria and take counter measures. In such circumstances it is impossible to think of a journey to Krasnoe (to visit the Czar).

"The reports are excellent."

"Fighting Bob"

Senator Robert M. La Follette, "fighting Bob," of Wisconsin, at last has pleaded guilty to an indictment from the opposing faction—the stalwarts of the Republican Party, says the Philadelphia Public Ledger.

The Citizens' Republican State Conference, also known as the Committee of Forty-four, which has indorsed William A. Ganfield, president of Carroll College, for the Republican senatorial nomination, has charged La Follette with absence in the Senate during 43 rollcalls on important measures from February, 1918, until the following December. In a series of articles published by the Wisconsin press hostile to La Follette, the Senator's record as taken from the Congressional Record is held up as proof of the things he failed to do. Painted as a "lazy shirker of public duty, a willful absentee from his post of office," the senior Senator has answered. "Fighting Bob" pleads guilty to his absence. But—

TELLS OF FIGHT FOR SON

"I see by one of the daily liars (all newspapers opposed to La Follette are 'liars' and 'tools of Wall Street') that I was absent in the Senate during roll calls on important war measures," says the Senator. "Yes, I was absent from Congress for a time. I don't know whether you know of it or not, but for eight months I nursed a boy, my boy, day and night. The best physician in the country had given him up, but I fought on. I finally won that fight, but I went poor doing it.

"For eight months I never had my clothes off except to take a bath. For eight months I never slept in a bed. It was during that time that I was absent from Congress, but I was fighting for the life of one of my loved ones."

Quietly, simply, he tells his story. His subject is too personal to flaunt as "Bob" is wont to flaunt defiance at his enemies.

But there is more to the story than the Senator's simple statement, his close friends say. Here is the way they tell it:

There came a time in the illness of Robert M. La Follette, Jr., when the doctors no longer held out hope. The rest of the family, even the nurses, had given up hope of saving the life of the young man, who just before his illness had been graduated from the University of Wisconsin. Only in constant watchfulness there lay a remote chance of winning the fight against death.

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The father, although worn out by his own public ordeal, determined to wage the fight alone. Day and night he sat at the bedside of his barely living boy, dolling out the bit of dosage which meant life or death.

That is why the Senate for months did not see La Follette.

Today Robert M., Jr., is campaigning for his father. The fighter won where science quailed.

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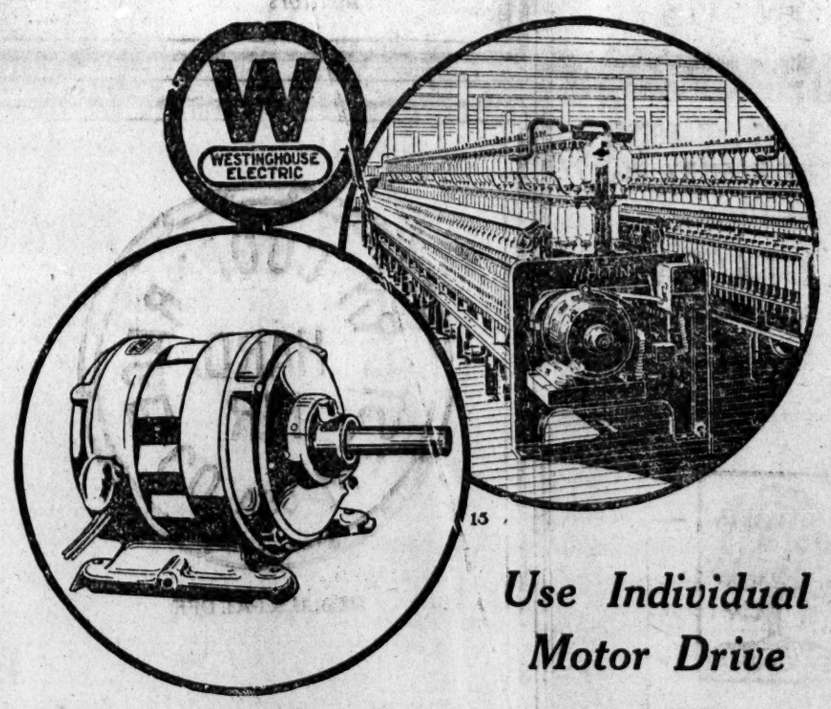

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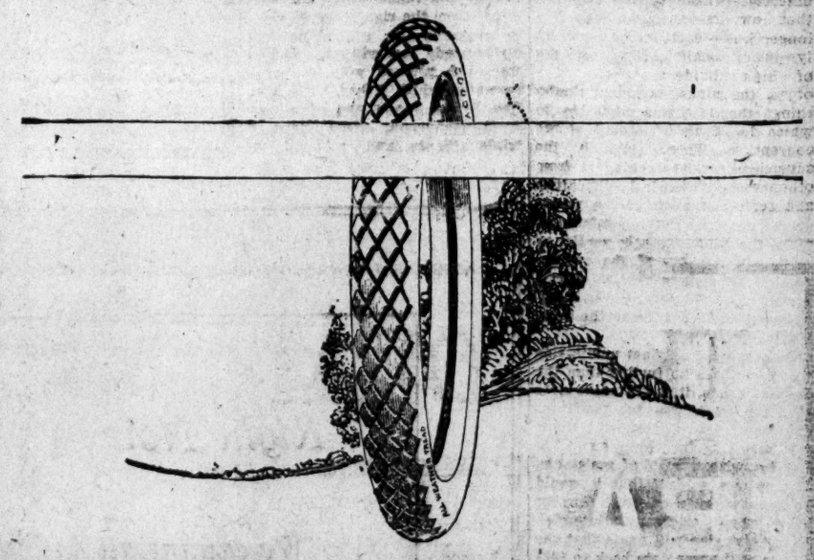

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The Odra

The Shop-Windows Of Vienra

By Andreas Latzko, In "The Nation"

In the good old times before the war, when a flood or a fire with a few dozen casualties sufficed to make charity fashionable, "the thing" for raising relief funds was to organise a bazaar with champagne booths, amateur vaudeville, and dancing. The real profit was, of course, made by dressmakers, florists, and taxi companies; and the expense for advertising, hall rent, and the rest, swallowed more than finally reached the sufferers. However, one could scarcely expect to succeed in the irrational undertaking of appeasing A's hunger with B's bank-notes in a rational way. A man can perform an act which does not serve his own personal aims only if his imagination is sufficiently roused either by the fear that something similar might happen to him, or by the anticipation of applause after performing an altruistic deed. A charity bazaar, therefore, appealing to both these phases of the imagination and adding the probability of gaiety and display, is everywhere bound to be a success.

To understand the way in which the public's sensibilities react, one should watch two women begging at opposite street corners. One is the most pitiful example of human motherhood, emaciated, aged, sucking a half-starved baby to her withered breast; the other a dashing society girl collecting funds for the poor. Which of these two will be more successful? The beautiful girl of course. But from this it must not be inferred that all wealthy people are heartless snobs, as some demagogues would want us to believe. Far from it. It simply proves their appalling lack of imagination. Poverty, hunger, need are terms that awaken neither memories nor apprehensions in the average citizen's mind; while the brilliant smile of the silk-stockinged young woman calls up all sorts of pleasant associations that delightfully stimulate him to action.

For the same reason war has become unutterably horrible—to the soldier but not to the general. While long range guns tear to pieces invisible young men, he who directs these guns sits safely behind the lines surrounded by his usual comforts, being in communication with the battlefield only through telephone messages and pin-marked maps. He never sees the havoc his orders wreak, and his imagination refuses to substitute actual experience. Likewise, the class war has become ferocious since business enterprises have grown so large that owners and workers no longer know each other personally. The stockholder has the joy of high dividends squeezed out of a nebulous, collective something called the proletariat, of which he has no living, individual conception. These duels between adversaries who belabor each other without feeling the tremor and terror of the flesh their fist mangles have exterminated shame and pity to an alarming degree. Nowhere can this brutalising of human instincts be better illustrated than by looking at the shop-windows of Vienna.

The Greeks with their wonderfully fertile imagination invented, as the acme of cruelty, the tortures of Tantalus. We moderns seem unable to realise these tortures, even when we see them bodily before us. For no eye widens with horror on beholding half-frozen beggars crouching in the snow before a fur shop's luxurious exhibit, or gray-faced phantoms convulsed with hunger staring at the choice delica displayed behind the glistening plate glass of some fashionable dealer in foodstuffs. If some degenerate boy should dangle an appetising piece of meat just out of reach of an emaciated dog, he would be called to task by the average passer-by. But where human beings are concerned the case seems to be different.

Besides—what four-legged creature could be disciplined so as to let a pane of glass keep it from satisfying ravenous hunger? None—unless it first were fettered, limb by limb. And that is exactly what is the matter with those countless derelicts who undergo torture before the shop-windows of Vienna. They are fettered, hand and foot, by a heavy chain made from the rules and statutes of criminal law. This chain cuts so deep into their souls that they would die of hunger and cold within the very sight of food and comfort rather than break a pane of glass. . . .

Humanity cannot be rehumanised before its imagination is redeemed from straps and blinkers, and becomes free to roam once more. Only when those fortunate ones, who leaving clean beds, refreshing baths, and warm breakfasts start every day with new zest and joy of life, will be able to recognise how blunt, how selfish, how inhuman they have become—only then will improvement be possible. But how is one to go about it How can a man waken his sleeping imagination when he has long been careful to silence it with the infallible narcotic "there always have been and there always must be both rich and poor" . . . - People do not want to be roused from their comfortable lethargy, and they will explain at great length that nature itself is unjust. Does it not force the fisherman of the Lofoten miserably to subsist on a few hardly won fish, while lavishing bananas and coconuts on the happy Singhalese? Does it not bless the peasant of the plains with rich, fertile soil, while he of the highlands has to struggle desperately with the stony ground of his fields? I grant all this. But nature never forces the disinherited to witness the affluence of more fortunate races. Man alone, after nineteen centuries of Christianity, has seen fit to make an every-day occurrence of the pagan extreme of torture! He incloses the public thoroughfare within two rows of glittering shop-windows where every extravagance of luxury is flaunted before the eyes of the poorest of the poor, reminding them constantly of all the comforts, pleasures, and refinements they are condemned henceforth and forever to do without.

In all large cities the well-to-do make up only a small island around which surges everywhere the murky sea of destitution. But in no other city is the soulless, greed-distorted face of our times as brazenly unveiled as in Vienna. Here tiny perfume bottles carry the price ticket "fifty thousand crowns" on slender crystal necks, here fur dealers exhibit ladies wraps with the modest label "three millions," here a young dandy will pause a moment in contemplation of a tuxedo suit valued at eight hundred thousand, before he decides on the purchase—and here, in front of these same shop-windows, row upon row of crippled war veterans are huddled together. Their rags freeze to the winter sidewalks or soak in the summer rain puddles. Their wooden legs stand out before them like broomsticks, forming a barrier of despair between the seductive shop-windows and the eager shoppers. But this does not keep the shopper from admiring the latest wantonness of fashion without wasting even a glance on the mutilated, beggared, starving "heroes."

Strange! Not so many years ago these same fashionable ladies who now pass by these same men unmoved, nursed them, washed and bandaged their horrible wounds, devoted all their time and thoughts to them. How can one understand their present attitude? "One grows callous!" a Viennese friend said to me. And he proceeded to explain how, quite apart from the financial problem, it was simply a physical impossibility to consider all these unfortunates, for it would take one a whole hour to proceed only from the Stefansplatz to the Opera, were he to stop merely a few seconds before each of them.

And they themselves? Do they hate the fashionable men and women who so lightly pass by their misery? That would be but human—and the dehumanising process works both ways. Their hatred is concentrated on the few "fortunates" whom the war has so frightfully maimed that they cannot help but attract attention and take in alms accordingly, or the "civilian baggage" who appeal to popular sympathy through their helpless old age, or the war widows who, surrounded by their half-starved brood, occupy the best corners. The world of fashion is dear to them. As long as there still are people able to buy in the extravagant shops of the Kaerntnerstrasse, as long as the Opera, at sixty thousand crowns a box, is sold out night after night, as long as wealth still floods the city in such maddening whirl—so long there is hope that an occasional drop be splashed upon the beggar in the streets. A princely gift—their imagination no longer reaches any further. No longer, . . Or not yet. On vermin-infested heaps of rags they sleep, somewhere in the poorest districts, those beggars of Vienna. Thus rested, in the morning they hobble back again to their accustomed places, animated by the feeble hope that thirty-five passers-by may take pity on them at the rate of twenty crowns each, so it will be possible to buy a loaf of bread at 700 crowns. . . .

Can such conditions continue indefinitely? As far as one looks back in history, no spectacle like this has ever been seen before. To be sure, in Vienna's quiet, artistocratic side streets stands many a beautiful old palace which was built of the blood and sweat of a peasantry laboring in serfdom. But their treasures of resplendent chandelier, of silken wall coverings and gilded columns were never arrogantly displayed before the exploited beast of burden. Never before was the disinherited majority of a population condemned daily and hourly to suffer the torments of Tantalus.

Who knows? Perhaps even now there is someone among us whose pen feverishly races across the sheets, someone whose voice will resound like the trumpets of doom, bringing back to life humanity's decayed imagination! Then the bitter taste of world misery will touch the tongue of the well-to-do, and they will no longer be able to enjoy their abundance, but burn with the desire to ameliorate, to readjust, to make amends.

Otherwise. . . ? Otherwise that pen and that voice will sharpen the teeth of the hungry, the claws of the dispossessed! And the beggars of Vienna, now easily restrained by thin panes of glass, will suddenly find the power to demolish iron and steel and cement.

U.S. Army Now Ranks Fourteenth In World

The American War Department recently submitted statistics to illustrate strikingly how the United States is leading the world in land disarmament.

This nation, which raised an army of four million men for the World War, now stands in 14th place in the list of armies of the world in point of actual numerical strength and in 25th place if the size of the army is compared to the total population of the country.

According to the War Department comparison, which is based on the present strength of the army and not the lower figures that will obtain when the new army bill becomes law, Russia has the largest army in the world, a force of 1,570,000 men. China is second with 1,088,000 men, and France is third with an army of 818,000.

The other armies included in the comparison are as follows: Abyssinia, 571,000; Greece, 310,000; Japan, 302,00; Poland, 290,00; Italy, 250,000; Great Britain, 237,500; India, 221,000; Spain, 216,000; Turkey, 188,500; Rumania, 165,000 and the United States, 158,000.

In view of the decision of the League of Nations at Geneva recently that nothing can be done at present toward general reduction of land armaments, these figures are regarded in official quarters here with particular interest. Other statistics that have been worked out throw interesting light upon the comparative burden borne by Europe's populations and Americans for the upkeep of military organisations.

In the United States the analysis shows there is approximately one soldier to every 900 persons, contrasted with the statement often made that every European adult "has to carry a soldier on his back." It is estimated that in the United States there is only one soldier for every 2 million dollars of wealth and one soldier for every 25 square miles of territory.

Army experts also emphasise the fact that practically the European powers and Japan as well, have compulsory military service with guarantees that every able-bodied youth will receive military training when he becomes of age. Thus they point out, despite the world cry for disarmament, the European nations and Japan actually are building up great reserves which may subject them to mobilisation upon short notice.

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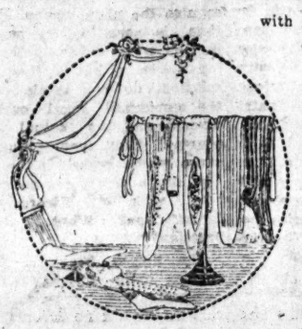

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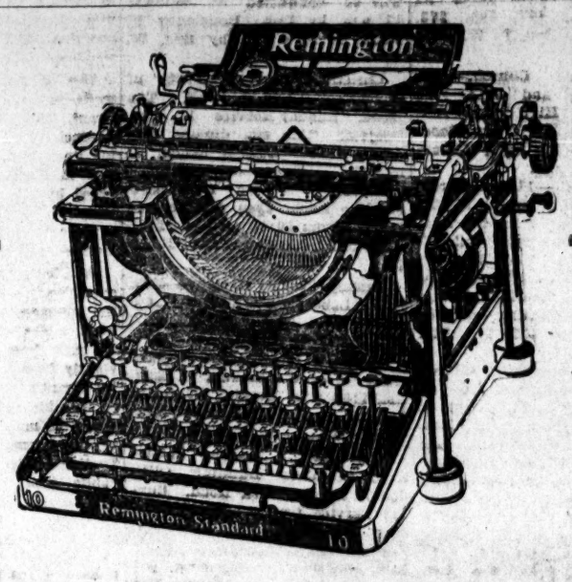

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Weather

Fine and cool weather. Regular monsoon to the South of Shantung Southerly breezes further North. Rough weather between the Loochoos, Nippon and Korea.

Today's Church Services

Holy Trinity Cathedral. Seventeenth Sunday after Trinity. 8 a.m., Holy Communion (and at Bubbling Well Chapel), 10:30 a.m., Mattins and Sermon; Psalms 92, 93; Lessons, Jer. v, 1-19, Luke xi, 29-end; Dykes in F., Anthem: "Behold God is great" (Naylor); Hymns 217, 546, 550; Preacher; Rev. W. Robbins, M. A. 3 p.m., Children's Service and Sunday School. 6 p.m., Evensong and Sermon; Psalm 102; Lessons, Jer. v. 20-end, John viii, 31-end; Harwood in A flat; Hymns 218, 255, 210, 170; Preacher,—The Dean.

St. Andrew's Church. Broadway.—10:30 a.m., Mattins and Sermon: Psalm 92; Lessons, Jeremiah XVII 5-14, Luke XI 29-end; Hymns 297, 285, 273. 257; Preacher, Rev. T. W. Hall, M. A.

St. Joseph's Church.—Low Masses at 6, 7 and 8:15 a.m. At 10 o'clock High Mass, Sermon in French. At 4 p.m. Benediction. On week days, Masses at 6 and 7:30 a.m.

Union Church.—11 a.m., Preacher, Rev. A. N. Rowland, M. A.; Subject, "Humanity on its Trial—I., Where we have failed;" Hymns 57, 333, 660, 580; Te Deum (Hopkins). 6 p.m., Preacher, Rev. A. N. Rowland, M. A.; Subject: "The Planting and the Process;" Hymns 437, 273, 340. 684; Chant 30.

Shanghai Community Church will hold the usual services on Sunday morning at 11 o'clock at the Columbia Club. The Rev. T. M. Mitchell will preach. All residents of Shanghai and especially those living in the western district are cordially invited to this service. In the afternoon a special service for the U. S. Navy will be held beginning at 4:45 at the Masonic Hall. The Rev. Gordon Poteat will give the sermon. Special music will be given by the Huron orchestra. Miss Gustavson will sing a solo. Chaplains Hayes and Gottschall will participate in the service. The hall will be specially decorated for the occasion. A special invitation is extended to all officers and men of the fleet to be present at a real American Church Service. Members of the Church are especially reminded to keep open house for supper on Sunday evening, and are asked to inform Miss Francis L. Taylor, (North 421), 147 North Szechuen Road; how many men they can take care of then.

Shanghai Free Christian Church (Evangelical), corner of Range and Chapoo Roads.—The services will be conducted as follows: 11 a.m. by Rev. Courtenay H. Fenn, D. D. 6 p.m. by Rev. W. H. Warren.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday service 11 a.m. Subject: "Are sin, disease, and death real?" Sunday School 10 o'clock. Testimony meeting Wednesday evening 6 o'clock. Reading Room open daily except Sunday from 10:30 a.m. to 12:30 p.m. at 21 Nanking Road, Room 71.

Sunday Service League.—Rev. E. C. Lobenstine will speak at 5 p.m. on "A New Tide of Life." Mrs. C. E. Barham will sing.

St. John's Pro-Cathedral, Jessfield.—Holy Communion in English 7:30 a.m. Evening Prayer in English 6 p.m. Preacher: Rev. F. L. Hawks Pott, D. D.

New Thought Center. Whiteaway, Laidlaw Building (fifth floor), 95 Szechuen Road. Sunday Service from 11 a.m. to 12 noon. Free Treatment and Teaching daily from 10 a.m. to 1 p.m. Healing Circle every Friday from 5:30 to 6:30 p.m. The public is cordially invited.

France's Side Of The Case

BY CAMILLE AYMARD

I wish M. Poincare had been accompanied to London by Marshal Foch, rather than by M. de Lasteyrie. The presence at his side of our great military chief would have been more useful than the presence of our great treasurer, since we shall more probably have to punish than to collect. And then, in the present circumstances, Marshal Foch's going to London would have had a symbolic value.

For we must not delude ourselves on the possible issue of the London conference. Whatever its apparent results, it can only more and more clearly show the profound, as it were congenital, divergence which henceforth separates the English from the French policy.

ENGLAND'S SITUATION

For England the ends of war have been attained and realised, since the German fleet has been destroy at Scapa Flou, the German colonies have been annexed to the British Empire, the merchant vessels delivered to the English ship owners, the German export trade supplied in the foreign markets by English products. The Englishman, good tempered player as he is, is ready to lend a helping hand to his former competitor, whom he ruined, and even to lend him the funds that will permit him to repair the loss, but under his control and at his mercy.

The war, a great school of instruction, has revealed to England's rulers, as to her financiers and merchants that the ruin of one competitor does not always necessarily result in enriching the other. The British people have come all at once to realise that the ruin of Germany and Russia, which for half a century it was their desire to effect, so as to insure British predominance throughout the world, has as its first consequence a threat of England's own ruin.

The great English economical machine, which is not based, as in France, on national economy but on the frail and complicated scaffolding of international exchanges, is getting every day more paralysed. Already millions of emigrants are going abroad in search of the means of living which the mother country refuses them. At the moment when England thought she had trimphed over the vanquished world, while she was awaiting the advent of Fortune, the spectre of Hunger knocked at her gate.

That is why English public opinion holds that the essential condition of England's welfare is the rapid re-establishment at any price of the prewar economic life, of the system of international exchanges, in which the British commercial marine played the part of broker and of carrier. And the English people are surprised and irritated because France, who, according to their view, could hold out and gain the victory in the war only through England's support, avails herself today of this victory to oppose the re-establishment of an economic life, the immediate return of which is necessary to the very life of Great Britain.

Such is the English point of view. The difficulties of every kind that overwhelm a government charged by a nation of shopkeepers with letting a dearly bought victory result in the ruin of the empire explain and to a certain degree excuse it. The Englishman judges from the viewpoint of his own interest, which is quite natural and very just. But he is wrong in not wanting to consider the equally legitimate interest of his former allies, and it may be that he commits a great error in believing that the economic ante-war regime can be re-established overnight and by the simple will of men.

ALLIED LOYALTY

If France in fact could win the victory over her terrible adversaries only through the loyal collaboration of her Allies, and notably of her English friends, it is not less indisputable that without the support of France England could never have prevailed against Germany, which for twenty years had menaced her everywhere.

This peace, to organise which is the question of the day, is, according to M. Raoul Peret's just expression, due equally to the heroism of the two nations. France does not wish to sacrifice the interests of her allies to her own. But she does expect, on the other hand, that the terms of the treaty, the execution of which is necessary for her very existence, shall not be sacrificed to the often illusory interests of England. Now, if France were to accept the least abatement of her claim for the restoration of

(Continued on Page 17)

To Deny Divorce Will Only Add To The Immorality And Confusion Of American Life

—Rev. Percy Stickney Grant

BY CHARLES W. WOOD

"Marriage was made for man, not man for marriage.

"Worthwhile institutions have always grown out of conditions. When we attempt to manufacture conditions according to specifications, when we attempt to grind them out of our institutions as the factory product is ground out of the machine, we are in for certain disappointment and despair.

"If monogamy is the ideal human relationship—and I believe it is—the only way it can be achieved in an individualistic society, like that of America, is through the greatest possible freedom to correct marital missteps.

"To compel a man and woman who hate each other to live together in married intimacy is an idea so unholy and impure that every mind not dehumanised by formulas must revolt against it. The gentlemen who propose this inhuman solution of our greatest human problem, however, are neither immoral nor impure; they are simply blinded by dogmatism.

"If a man and woman are held together through coercion, instead of through ties of tenderness, they will inevitably become secret enemies, and life for both will be a continual debasing conspiracy."

The above observations were made by the Rev. Percy Stickney Grant, rector of the Church of the Ascension, in discussing the coming Protestant Episcopal Convention in Portland, which has been urged by the committee charged with the preparation of its program to forbid the remarriage of divorced persons.

Dr. Grant recently created a sensation in all church circles by the announcement of his engagement to Mrs. Philip Lydig, divorced not only from Mr. Lydig but previously from W. E. D. Stokes. But Dr. Grant's remarks had little to do with his own personal situation, except to make him more cautious in any statement he might give out. To discuss his own marriage in the public press was obviously distasteful to him. That marriage will undoubtedly occur, regardless of any official actions the church may take, but Dr. Grant would not discuss it. If he had not made a lifelong fight, he said, against the policy which it is now proposed to incorporate into church law, he would say nothing whatever on the subject.

"But twenty years ago," he said, "I preached and wrote in behalf of the principle I am advocating now. At that time, however, I was not accused of heresy or sensationalism. Before preparing one of my articles I consulted with Dr. Huntington of Grace Church, then a recognised leader not of one but of all factions within the Episcopal communion, and it was from his library that I gathered much of my data. But Dr. Huntington, Bishop Potter and many other really great spiritual leaders have passed away. Well meaning dogmatists, blind to the meaning of the social phenomena which they observe, have taken their places. The church is in grave danger now of following their misguidance and taking a step which will not only add to the immorality and confusion of American life but which may eliminate the church as an influential factor in our civilisation.

"It is true," Dr. Grant added, "that the American home is in a state of chaos. The committee's observations on that score were correct. I agree with the committee also that the home is a sacred institution and that our greatest problem is to save it from collapse. But how? The answer of the dogmatists is to enforce a formula—to attempt to fit the facts, of life into so many previously crystallised words, regardless of how changing conditions may have undermined or completely revolutionised the meaning of those words. The answer of the scientists is to study the new conditions, to discover how they came about and to attempt to adjust our thinking to the new demands of life."

The whole agitation within the modern church against the remarriage of the divorced, and against the granting of divorce except on the one ground of adultery, is based, according to Dr. Grant, upon a few remarks in the New Testament attributed to Jesus. "He that putteth away his wife for any cause other than adultery, is himself an adulterer," is the most quoted passage; but those who quote it, said Dr. Grant, are generally content to quote the words and utterly ignore the meaning.

"The fact is," he said, "there are no 'wives' in America in the sense that Jesus used the term. A wife in the old patriarchal societies was her husband's property. Her relation to him was very similar to that of a slave. She did not select him as her mate. She had nothing to say about it. The marriage was arranged by the elders of the two families concerned and the wife was presented to the contracting household for value received, known in history as the marriage dowry. In her new position the one thing that was expected of her was obedience. She had no rights. She was not in any sense a contracting party. She was utterly helpless, utterly dependent upon her husband's good will, and her one chance in life was to win his favor. If she failed in any particular, he was free to 'divorce' her; to write out a statement that he was through with her and to send her away unprotected, without social recognition, with no right to reenter the family she came from and repudiated by the one to which she had been assigned. She was an utter outcast; for it was in the family, not in the state, that social standing was maintained.

"Divorce under such circumstances was a cruel and inhuman procedure. If no word of Jesus were recorded on the subject, we might still be certain of His exact attitude. There is, in fact, grave doubt as to the authenticity of the words attributed to Him; but there is no doubt that they express something of the Christ spirit. Even though the law permitted such cruelty, Christian ethics could not. That a woman was in the man's power put him under obligations to her; not only the obligation of strict justice but the obligation of mercy.

"But there are no wives in this sense today. There is no family in the patriarchal sense. Social relationships have utterly changed but we still use the same old words. This is more true of America than of any other country on earth, for while the European countries passed through an industrial revolution in which the family, of necessity, gave way to other institutions, America never really had a patriarchal family life. European countries may talk of going back to some previous order. They can't do it, of course, but they may talk about it; the idea is at least conceivable. But such a thing is not conceivable in America. The furthest back we could go in America would be to pioneer days; and can any one conceive of our getting together and saying that we'll all become pioneers once more?"

Dr. Grant is a perennial storm center in the Protestant Episcopal Church, but he is by no means a radical. Some of his observations occasionally jibe with the observations of the socalled advanced thinkers who cannot understand why such an intellect remains within the church. But these "modern" men and women are prone to look upon marriage as an outworn institution. Society, they say, has become individualistic; it has destroyed the family and the family cannot be revived. What we must do then is to wait for the evolution of whatever institutions will evolve from the new relationships. In the mean time, sex must be considered a personal matter. There are no rules, no principles, which can be given general application. But this point of view is almost as offensive to Dr. Grant as it is to the most dogmatic churchman. He is just as much interested in morality as they. In some cases perhaps he is even more interested. A certain type of formulist is quite tolerant of individual lapses from the code of correct conduct, so long as the sin is recognised as a sin and the formula of correct conduct remains unchallenged. In contrast with such persons, Dr. Grant is intolerant. He is terribly serious in his moral ideals. Any code which cannot be followed, he says, has outlived its usefulness and should be amended forthwith. To maintain a code and smile indulgently at its violation is to him unthinkable hypocrisy.

"I believe," he told me, "that family life in America can be restored. Not the patriarchal family but the American family. Our individualistic society has not necessarily destroyed that. I cannot see in fact how America can go to anything but ruin unless the influence of the American home is restored and maintained. Children must regain a reverence for their parents. They must recognise the sacredness of home ties. The idea that homes can be broken up on the slightest pretext, that marriage can be entered upon lightly or concluded whimsically, is utterly repugnant. I cannot understand the state of mind of the intelligent person who can view such a situation with complacence. But to attempt to restore the old conditions through compelling two people who hate each other to continues the form of marriage when marriage itself has been made impossible—this is criminal stupidity.

"This was the error of the ancient Pharisees. They thought always of the forms. The institution in their eyes was perfect: under any and all circumstances it was man's chief duty to conform in every jot and tittle to that. The Sabbath, for instance. The Sabbath for them was nothing but an institution for man to keep holy. Naturally they were scandalised, at the suggestion of Jesus that the Sabbath was an institution to keep man holy. I believe it is perfectly in keeping with the teachings of Jesus to paraphrase one of His greatest epigrams and say: Marriage was made for man, not man for marriage.

"I do not see how American life can be kept holy without the institution of the home and family. Father and mother are the first words that a child learns. How much those words mean to him will largely shape his after life. It doesn't take a Christian moralist to see this. The modern psychoanalyst will readily tell you that our lives are very largely made up of the father and mother image which we get in infancy. The very most, and it seems to me the very least, that we can do for a child is to start it in life under the influence of human love."

"Do you mean," I asked, "that the institution of divorce tends to strengthen the institution of marriage?"

"I would hardly call divorce in America an institution," he replied. "It seems to me more in the nature of a makeshift. The American home seems to be falling apart and the law is making all sorts of frantic efforts to recognise the phenomenon. Divorce, then, is permitted in one State for one cause and in another State for another; but is there much relation, do you think, between the recognised legal excuse for divorce and the actual human courts. Only one ground for cause which broke up the home? You are a newspaper man. You have attended divorce trials, haven't you? What is your impression?"

Yes, I used to cover divorce courts. Only one ground for divorce is legally recognised in this State; but no divorce, to my knowledge, ever occurred, even where adultery was known and capable of proof, if the husband and wife still loved each other. On the other hand, the average dull divorce trial—well, no one can prove that it is an actual frame-up, but it hinges on a bit of testimony, usually furnished by detectives and not denied by the other side, to the effect that the defendant was seen with some nameless person at some place where he or she ought not to be. The quarrel between husband and wife, however, and their determination to dissolve their ties almost uniformly antedates this all-important legal incident. My impression is, and I had to admit it to Dr. Grant, that there is no relation whatever between the evidence and the fight.

"And whatever the legal grounds may be," he asked, "the real cause for divorce is that the two parties cannot stand each other any longer. Is that it?"

I thought it was.

"And shall we correct the situation by compelling them to stay together?"

"If they knew that they could not separate," I countered, "would they not perhaps become reconciled?"

"Apparently not," he said, "if there is anything approaching equality between the two parties. So long as the woman was entirely subject to the man, so long as she had no rights and her only hope in life was to win the love of the head of the house, there was a good chance for reconciliation. But with the coming of woman's equality, with the advent of two heads to the house instead of one, the situation has changed. Divorce, you must have noted, came along with feminism, and a large majority of the divorce petitions are instituted by the woman. To bring harmony out of the present chaos we cannot look to authority to curb woman's new found freedom; we must look forward instead to a freer and a purer form of marriage."

"But don't you think very many of our divorces are unnecessary?" I asked. "Could not the differences be patched up?"

"I believe they could," Dr. Grant replied, "if the real cause of divorce were once recognised in law. Mutual misunderstandings, mutual irritation, mutual hatred—sympathetic and wise advice from the outside may sometimes dispel these. In the French courts, for instance, where incompatibility is recognised as all-sufficient grounds for divorce, much can be done and much is done to effect reconciliation. That is why the proceedings are secret. No publicity being given to the details of the quarrel, the Judges who understand its nature are often able to arrange a mutual peace. But in America, where divorce is a thing, as far as the law is concerned, of proving or disproving certain specified conduct on the part of the defendant, all the sordid details are broadcasted in the press and there is practically no chance for reconciliation."

"But just what is to become of the home," I asked, "if incompatibility is once recognised as sufficient grounds for divorce?"

"There would be a chance for its redemption then," he answered. "Not only could early mistakes be rectified and men and women freed to find the mates capable of bringing them life-long inspiration, but marriage itself could be lifted from the low plane of masculine domination to the higher plane of human equality.

"We are in an individualistic era," he concluded, "and we must admit that. Trying to restore the ancient formulas of subjection is foolish and futile. The traditions and habits connected with the old form of marriage must be forgotten or they will lead to an irritation which the modern woman will not stand. The world should prepare itself then, and our young people should be educated to prepare themselves, for the new marriage of equals—a marriage ruled by love, not one held in force by coercion, a marriage having all the sacredness of the old-time union, but completely freed from its cruelties and its fears."

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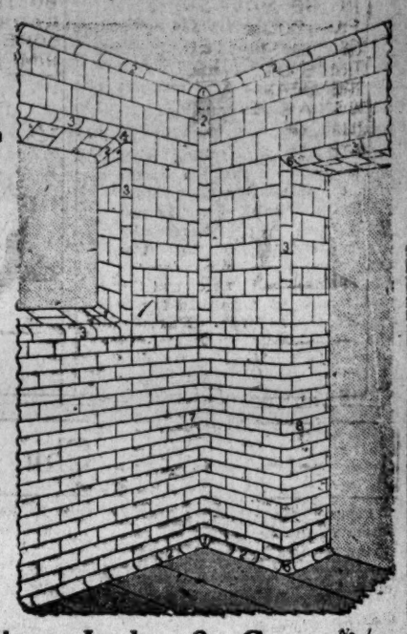

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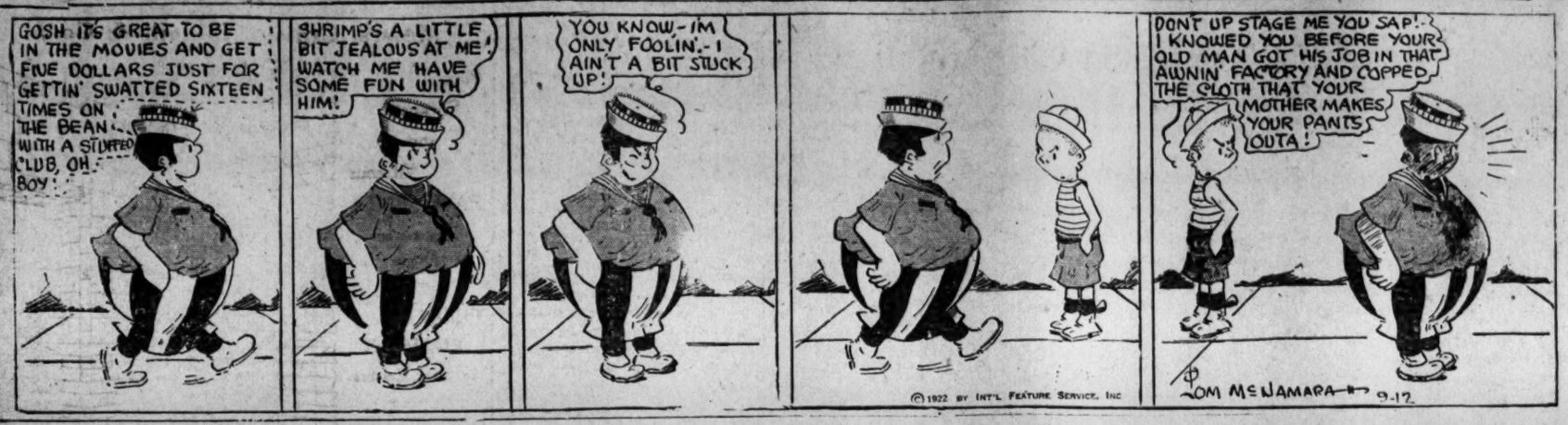
GOSH IT'S GREAT TO BE IN THE MOVIES AND GET FIVE DOLLARS JUST FOR GETTIN' SWATTED SIXTEEN TIMES ON THE BEAN WITH A STUFFED CLUB, OH BOY!
SHRIMP'S A LITTLE BIT JEALOUS AT ME! WATCH ME HAVE SOME FUN WITH HIM!
YOU KNOW-I'M ONLY FOOLIN'.-I AIN'T A BIT STUCK UP!
DONT UP STAGE ME YOU SAP!- I KNOWED YOU BEFORE YOUR OLD MAN GOT HIS JOB IN THAT AWNIN' FACTORY AND COPPED THE CLOTH THAT YOUR MOTHER MAKES YOUR PANTS OUTA!
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TOM McNAMARA 9-12

-:- Chin Chin -:-

People can rap the Asiatic climate all they want to but living in Asia has done wonders for the recuperated Sick Man of Europe.

* * *

It is interesting to note that very few of the candidates for office in the United States have resigned their present bread-and-butter jobs.

* * *

PA JONGG SEZ:
"A fella's sure outta luck when he loses his head at the same time he loses his heart."

* * *

Although we have never paid the place a personal visit we have Little Sunflower's word for it that 'Alice Blue Gown' is not the favorite ditty at the Yue Sing Piece Goods Emporium at Q420 Tientsin Road.

* * *

REMARKABLE REMARKS

"Anyone who makes himself responsible for one small baby will soon find out that he is wrestling with gigantic angels and demons.—G. K. Chesterton.

"That man that hath a tongue, I say, is no man if with his tongue he cannot win a woman."—Shakespeare.

"I am not the rose, but I have lived near the rose."—H. B. Constant.

"When I play with my cat who knows whether I do not make her more sport than she makes me?"—Montaigne.

"I know nothing about it; I am my own ancestor."—Duc D'Abrantes.

* * *

We're not very wise in the ways of the female of the species but we have discovered that nothing hurts their vanity so much as to have you agree with them when she tells you what a lemon she drew in the matrimonial lottery.

* * *

AIN'T CHINA FUNNY?
Sign on Thibet Road:
Yue Koming

* * *

That, in our humble opinion, is the pinnacle of inquisitiveness.

* * *

We have a suspicion that up Tientsin way a lotta people voted for prohibition because of the knowledge that it has vastly reduced the number of men who think they can sing.

* * *

GOLD.

Weary ones and sycophants, on the trail of gold,
What do you get out of life, with money for a gage?
What things have you stored away for comfort when you're old,
When no costly fur that grows can warm the chill of age?

Gold? Why, sure, it's well enough —not the metal disk,
Not the stamped and lifeless coins hoarded day by day,
But the golden minutes, which are worth a valiant's risk,
And the golden memories no years can take away.

Gold that's in the sunshine and the spirit and the heart;
That is something past all price, as the bravest know.
All the rest is spurious. Play the finer part:
Find the gold which you can take with you when you go.

—Walter Trumbull.

* * *

Ma Jongg, giving Miss Ima Hoot-Nanny the low-down last night when the wimmen gathered for their nightly tear-'em-up confab at the 'lil nest on Roo Cornay, sez that wimmen, to hold a man, otta always find him stimulating but not intoxicating.

* * *

Mr. Hoover, it appears from his recent speeches on the subject, takes the rational view of the European situation.

* * *

LA FEMME TERRIBLE

A married woman gets to hate coming down to breakfast. She is so liable to meet her husband. When a man's fame travels before him he is welcomed by the Chamber of Commerce. When a woman's travels ahead of her, she is informed by the hotel that no room is full.

A man looks into a girl's eyes and sees the spectacle of Heaven. A woman looks and finds that the [illegible] have been busy.

It is only the woman who is a success among men who is a success among women.

—Charles G. Shaw.

* * *

The world is getting friendly with Austria again and may lend her some money. The change of heart is probably due to the universal appeal made by Austria's determination to hang profiteers.

* * *

VESPERS SONG.

From the briery underbrush
The fine fife note of the thrush
Punctuates the dewy hush.

Drifting odors interbraid
Subtly until they pervade
All the secrecies of shade.

Far above the mountain height
Jewel stars prick out to light
The blue porches of the night.

And our feet are fain to creep
Childlike through the dreamy, deep
Doorway of the House of Sleep.

CLINTON SCOLLARD.

* * *

Reflections—so soon after payday—bring us the thought that money may talk nowdays but it's speaking acquaintances are exclusive.

* * *

Coal is going down—in the bins.

* * *

Yes, Little Sunflower, a kiss feels like a twenty-one gun salute from the Huron and sound like a pop-gun.

LARRY.

France's Side Of The Case

(Continued from Page 16)

her devastated regions, she would be the great victim of the war. She would remain with her 3,000,000 of killed, her devastated departments, her ruined industries, her bankrupkt finances.

But if, as many Englishmen maintain, no other way is open before us to spare Europe an era of revolutions, troubles, wars and ruin France still retains sufficient moral force, generosity and courage to accept, in the common interest, immense sacrifices, especially if her sacrifice is to insure the welfare of her loyal allies of 1914.

But alas! The English, who imagine that in relieving Germany of all her engagements the political and economic restoration of Europe will be hastened, are the dupes of a fatal illusion. Let them review the immemorial history of Germany, to which war and conquest in all their forms have always been the great national industry; let them read the tracts, pamphlets, the innumerable speeches spread all over Germany from those of the former marshal down to the humble village school teacher; let them reflect upon the savage heroism of those young men, who, at the age of twenty, gayly offering their lives as a sacrifice, go to kill as dogs all the chiefs of German democracy whom they do not regard as sufficiently chauvinistic. They will then understand that Germany, a predatory nation, seeks to get herself absolved from the French claims only to prepare her own campaign of revenge.

IF FRANCE SHOULD YIELD

On military as on financial grounds the yielding of France would have but one result—it would hasten the hour of that revenge which the German youth, quivering with murderous fury, is eagerly awaiting.

If we were tomorrow to forego our right to reparations all the financial power of Germany would be employed in preparation for the war in which France, crushed amid her ruins and left to her fate, would have to accept the most dangerous chances. If we tomorrow evacuated the left bank of the Rhine, our last regiments would not yet have crossed the frontier before they would hear resound behind them the insolent call of the German trumpets and the reechoing of the proud "On to Paris!"

No! If France does not want to die there is left but one course—to substitute a conqueror's peace for the mercantile peace imposed upon her by her Allies. In this way our dead will not have died in vain, and for their blood and our ruins we shall have received a just ransom.

That is, what France expects from M. Poincare's lucid mind. If it is to be so, then a great good will come for us from the very excess of our past errors. It is so in the existence of peoples, even as it is often in the life of men.

Clara Morris Declares World Has Ignored Writer Of Mother Goose Jingles

BY CLARA MORRIS

It is passing strange that with our national delight in memorial buildings, fountains, stained glass windows, tablets, statues—the latter all too often nightmares in bronze—we have ignored and left in her native obscurity the modest though oddly gifted daughter of Boston town, Mrs. Elizabeth Goose.

Her somewhat jocular name is now known to about every nation that prints its own language. Her slender sheaf of rhymes, quips, quirks and jingles has gone on through two hundred slow-moving years, gaining, ever gaining popularity.

In her attitude toward the mental needs of childhood, she was more than a hundred years ahead of her time—which was a mighty rigid, bald, bleak period for little ones.

Parents felt that in physical oversight and quick application of the switch lay their sole duty toward them, since the belief was general that children's mentality was too immature to receive serious impressions.

Even today, our leading educators do not start educating children till the age of four—claiming that from four to six years is the ideal time for the sowing of those precious first seeds of literature, whose harvest of amusement and information will be gathered by the little ones themselves.

But how about those valuable years from two to four? Right there Mistress Goose was ahead not only of her own time, but of ours, for she realised that the baby mind requires pabulum, as surely as does the baby body.

It was in 1720 that young Elizabeth Goose married Mr. Thomas Fleet, a printer of Boston, and when little Fleets came upon the scene Mrs. Goose went to the Fleet home to help her daughter in the care of them. Her observant son-in-law, Thomas, noted the new hilarity attending going-to-bed-time. Also the endless delight which the neighbors' older children took in Mother Goose's rhymes.

Knowing his mother-in-law never put her jingles into writing, Thomas Fleet began to take them down from behind the shelter of his open book or paper, and eventually he put them into print at his office, calling them "The Rhymes of Mother Goose." Little could he dream of their amazing vitality, yet they contained material for the feeding of baby imagination for ages to come.

In the very simplest but perfectly understandable form, Mother Goose has given to the baby mind real substance, action, description, adventure, microscopic drama.

Mother Goose was the pathfinder. She blazed the way to a child literature that lays under tribute the greatest writers of the world. They write for childhood, but she wrote for babyhood—and what a grip she gets on memory! Does any one ever forget the conduct of the astonishing old woman who "wore rings on her fingers and bells on her toes."?

Or of the long ride—on some relative's foot—to Banbury Cross to see the old person ride on her white horse?

These Mother Goose rhymes are the first baby steps on the great highway of education. Her memory may outlive the tombs of Egyptian Kings—who knows!

At all events, Mother Goose, most reverently I salute you.

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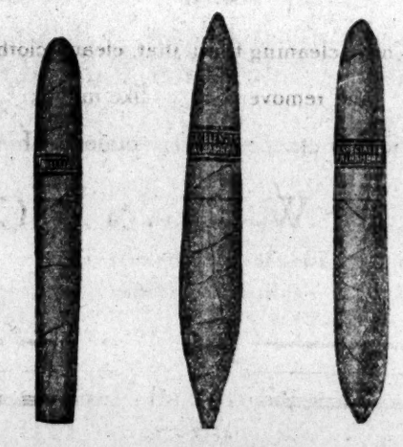

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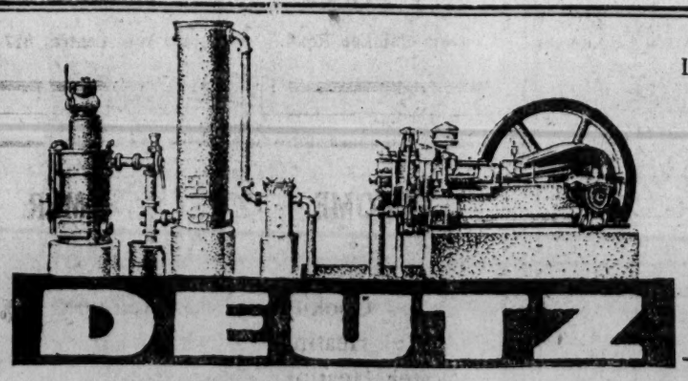

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Russian Famine In 1923

Grounds For Prediction That Another Year Of Food Shortage Is Inevitable

BY MANYA GORDON

Berlin, August 15.—What is the outlook for food for the Russian people after the coming harvest? According to detailed and authentic information which I have secured here there is little justification for the optimism with which that harvest is being spoken of at home in the United States and in other quarters. The figures obtainable do not confirm Governor Goodrich's confident prediction that Russia will soon be able to feed herself. Compared with last year the approaching harvest might be considered good, but in this there is little ground for complacency.

It is not to be denied that general statements and isolated bits of news emanating from Moscow tend to create the impression that the Soviet faces another Winter and Spring with equanimity. The press here, for instance, prints a Moscow dispatch to the effect that foreigners willing to sell flour, sugar and other foodstuffs to Russia can do so only through the Government at Moscow. The move strikes me as a diplomatic gesture intended to impress the outside world and to convey the impression that if the nations can do without Russia then Russia can do without them. But politics or international strategy will hardly feed the hungry Russian masses.

As a result of the approaching comparatively good harvest Russia will be able to feed herself—for a brief period. Because of the demoralisation wrought by the famine, the destruction of live stock, and the lack of agricultural machinery only one-half the area necessary to feed the population has been put under the plow. This is common knowledge among those who study Russian conditions from other sources than the official news handed out at Moscow. When Maxim Litvinoff passed through Berlin the other day on his way from The Hague to Russia he was asked whether Russia would be able to look after herself with the next harvest. He replied: "I don't know. There are some optimists who think so. The crop is not the whole thing. It is a question of transportation also." It may be that Governor Goodrich has met some of the optimists Mr. Litvinoff referred to.

I have discussed the question with men like Victor Chernoff, Gregory Schreider, editor of Nuzhdy Derevnly (Needs of the Village), and others, and they all assert that if the United States and Europe suspend aid to Russia famine and cannibalism will continue.

"You have heard undoubtedly," Mr. Schreider told me, "a great deal about the seed that was planted in 1920 and failed to come up the next harvest but which is now coming up above ground. That is quite true. I have been brought up in a village and know that this happens quite often. It is not a miracle. Every peasant is acquainted with this phenomenon. However, the areas so blessed are comparatively insignificant in extent." Mr. Schreider has been for a great many years a student of agrarian problems and an editor of agricultural publications. He was a peasant representative in the Constituent Assembly.

MUST EXPORT GRAIN

A certain amount of grain export from Russia is possible, according to Mr. Schreider. The Soviet Government will have to export wheat and other grain because they have no other sources of revenue. All other efforts toward establishing anything like a budget have failed. The people are famine stricken and the soil is worn out for lack of adequate, cultivation and fertiliser, nevertheless it is the only living industry in Russia. The Government will export agricultural products even if it has to wrest them from the peasants. But it will not be an export out of abundance. According to the figures for area under cultivation there will be starvation even if no food goes out of the country. Such conditions approximately obtained before the war when the Russian peasant had to go half fed part of the year in order that the Government might send out food to promote foreign trade.

Since the beginning of the war the decline in productivity has been steady. According to figures published by the People's Commissariat for Agriculture at Moscow, the planted area in 1916, excluding the Ukraine, was nearly seventy-five million dessiatines, or about one hundred and seventy-five million acres. Rating the year 1916 as 100 percent, the subsequent years have shown the following area under cultivation:

	1916	1917	1919	1920	1921
Black Belt Region	100	86.6	71.5	72.1	56.3
Outside the Black Belt	100	94.2	73.5	81.6	55.8

This does not include the planting of fodder grains, which according to the chief Government statistician at Moscow, has been reduced by 79 percent in those areas where it has not been totally abandoned.

According to official publications at Moscow, the Winter planting for the last three harvests have been as follows, in dessiatines (dessiatine equals 2.7 acres):

Region	1920	1921	1922
Famine area	4,622,400	4,227,200	3,056,000
Partly affected area	1,249,500	1,157,500	1,183,300
Normal area	2,242,400	2,080,700	2,560,700
Poor soil	1,059,700	986,000	1,247,400

Roughly speaking the area under cultivation was cut in half between the years 1916 and 1921. But this decline does not measure the entire decline in Russia's food resources. The tremendous decline in meat animals throws an added burden on the grain supply. To be sure, Russia's rural population has never been able to go in heavily for the luxury of beef, mutton or pork, yet to some extent, and particularly in the form of lard, meat entered into the diet. When we speak of the grain and potato yield today we must remember that these must take the place of butter, lard, milk, etc., from the herds slaughtered by the peasants to forestall Bolshevist requisitions or under the stress of famine. Only from this point of view does the formidable reduction in food acreage assume its proper, calamitious, proportions.

PROPAGANDA USED

Bolshevist propaganda has utilised to the full the story of the approaching miraculous harvest, but Moscow has not explained how there can be crops where no seed has been planted. On this point there is some very eloquent data concerning conditions in the famine area. There very little planting could be done. Part of the population had fled. Of live stock there was none. Of the people who remained few were physically fit for the labor of preparing the soil. The Soviet authorities did make an attempt to conscript labor for the famine regions. They also sent down a number of college students to help out. But the students knew nothing of farming and became, according to the Moscow Izvestia, only a drain on the food supply.

But the really interesting story has to do with seed. Official estimates on the needs of the famine area called for seed grain to the amount of 66,356,600 poods or about 1,200,000 tons. This the Government was unable to supply and accordingly the authorities concerned were asked to state the minimum they could supply, using as a basis the previous year which was in turn only 46.1 percent. of the preceding year. The minimum thus ascertained was 33,000,000 poods, or half the original estimate. This amount was to be supplied out of funds for the purchase of seed grain, to be obtained in part from abroad and in part from the co-operatives in Russia. But as a result of red tape in connection with importations, the grain from Western Europe failed to arrive in time.

In the words of the Izvestia, "We were given promises, but there was no fulfillment; the thing could be done but was not done." Consequently the total amount of seed grain collected was 19,000,000 poods, or less than one-third of the original estimate. Here entered the collapse in transportation facilities. Even the fractional amount of grain available failed to arrive in time. During the month of December, instead of five to six million poods, just one-half a million poods reached their destination. Part of the consignment was found mixed with earth and rendered useless, so that one Commissar sent out telegrams demanding "adequate inspection to guarantee the dispatch of seeds, not dirt."

I have tried to cite only a few illustrations of the problems connected with the outlook for Russia's food supply during the next year. One might continue indefinitely with facts and figures reinforcing the tragic prediction that without aid the Russian masses will continue to starve. It must be remembered that even the Ukraine, which has always been the granary of Russia, is now visited by starvation, and that conditions will be worse next Winter. Here, too, in the affected regions the decline in planted acreage is very great. According to official estimates at Moscow, the Winter planting in the famine-effected parts of the Ukraine for 1921 was 568,000 dessiatines and for 1922 was only 160,000 dessiatines. In the district of Militopolsk the planted acreage for 1921 was 320,000 dessiatines and for 1922 was only 27,000 dessiatines. The same proportion holds for Odessa and Ekaterinoslav.

Before the World War the annual crop production in the Ukraine was about 1,125,000,000 poods. In 1921 the crops were only 450,000,000 poods, or about one-third. In five famine-ridden sections the yield fell from about 350,000,000 poods to 82,000,000. According to Commissar Manuelsky, if one were to fix a hunger ration at twelve poods per person and three poods per head of cattle, the minimum requirements for the region in question would be 96,000,000 poods but the actual supply will fall short by 16,000,000 poods, or 17 percent below the hunger ration. This deficit, according to Manuelsky, "will be wiped out by the death of the population from hunger." According to Ekonomicheskaia Zhizn (The Economic Life), at a conference of all the Ukraine district Commissars the delegates were even more pessimistic than Manuelsky and reproached him for his belated warning.

ANIMAL LIFE HIT

The destruction of animal life as a result of the famine directly affects the crop outlook. There are not enough horses to work the fields. In one province in the Ukraine, according to the Moscow Pravda, 30,000 horses have perished. In the German colonies, the best cultivated region in the Ukraine, out of 6,000 horses only 300 remain. It is so all over Russia where animal life has been depleted not only by famine, but before that by Bolshevist forced requisitions which impelled the peasants to kill off their animals. According to a report of the chief Commissar in charge of horse breeding, "in the Governments of Tambov, Tula and Ryazan the peasants sell a horse for three boxes of matches or a pound and a half of butter."

In the face of such conditions we may now read again the report from Moscow that the Soviet Government has prohibited the importation of foodstuffs by private persons or corporations for the purpose of selling directly to the Russian people. Out of the bitter needs of the masses is to be apparently forged a new weapon for strengthening the hands of the Government by making it the sole agent for dealing with outside capital. Obviously to hold sole control over the food of a starving people is a source of power which the Soviet Government in its present difficulties cannot overlook.

That, however, is no reason why the American people should hold back their hands from the work which they have carried on so effectively during one famine year. To the people of Russia the generosity of the American people has brought something more than actual relief for millions of the starving. It has undoubtedly stirred in the hearts of the Russian multitudes that faith in humanity which nearly five years under the Bolshevist tyranny has tended to destroy. We may take it that in the future folk-tradition of the Russian people there will be tales told by grandmothers to their grandchildren of the bitter times of famine, oppression and chaos when from across the seas came the "Americanzi," bringing with them bread—and hope.

Cheap Marks Bring Crowds To Buy In The Rhineland

Coblenz, August 19.—This Rhineland town, headquarters of the American Army of Occupation, has become the mecca for many American and other tourists, as prices here are cheaper than in other parts of Germany because of the regulations governing the occupied zone. The depreciation of the mark, accompanied by frenzied buying on the part of the tourists, has led local merchants, as well as merchants in the other sections of the occupied area, to request the Rhineland Commission to prohibit these "Auslanders," or foreigners, from buying goods and limit sales to members of the allied forces.

The continued influx of visitors is working much hardship on the population who are unable to meet the competition from those whose marks have come cheap. Visitors are filling up hotels and boarding houses to such an extent that the American authorities are unable to provide the billets needed.

S.H.N.R.

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Jessfield	„	6.25 a.m.	6.55 a.m.	7.25 a.m.
Siccawei	„	6.31 a.m.	7.01 a.m.	7.31 a.m.
Hsiachiao	arrive	9.15 a.m.	9.45 a.m.	10.15 a.m.

Native boats—2 hours each way.

From Station to Boats or from Boats to Railway Enclosures requires only five minutes walk.

RETURN TRAIN TIMINGS.

		7th.	8th	9th.
Hsiachiao	depart	4.40 p.m.	5.15 p.m.	5.50 p.m.
Siccawei	arrive	7.26 p.m.	8.01 p.m.	8.40 p.m.
Jessfield	„	7.32 p.m.	8.07 p.m.	8.46 p.m.
Shanghai N.	„	7.47 p.m.	8.22 p.m.	9.01 p.m.

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Outside Control Of Big Ship Finally Achieved In England

Successful Experiment With Agamemnon Is Viewed As Long Step Forward By Experts Of British Admiralty

London, (by mail).—Recent experiments by the British Admiralty, in which the obsolete battleship Agamemnon was attacked from the air, had a secondary object apart from investigation of the bombing capacity of aircraft. For the first time in history, a vessel the size of the Agamemnon was propelled, maneuvered and controlled from a point exterior to the vessel with no one on board.

The remote control of offensive weapons always has been the dream of naval and military inventors. The first real step was made by the British in their adoption of the Brennan torpedo for coast defense. This had a fish-shaped body, which contained two spindles, round each of which was coiled two miles of fine steel wire. The shaft of each spindle was connected to a propeller, and an explosive charge was carried in the head of the torpedo. To employ the weapon, it was placed in the water and the ends of the wires led each over a steam-driven drum of large diameter, placed in a house on shore.

DIRECTION EASY TO CONTROL

If both drums then were revolved at equal speed, the wire was drawn from the spindles, causing them to revolve and with them the propellers. Turning one drum faster than the other caused the torpedo to turn to right or left as required and skilful manipulation of the drums made the torpedo follow any desired course.

It will be observed that in the case of the Brennan device, both the propelling and the directing mechanism were situated outside the weapon itself. They were in fact one, the torpedo being controlled in direction by increasing the speed of revolution of one propeller over the other as required.

The next step was to locate the propelling mechanism in the weapon itself. Both the American and French authorities undertook experiments with a torpedo driven by compressed air, as is the ordinary ship's torpedo, but with electro-magnetic steering mechanism. The torpedo was connected to a ship or shore station by a single fine insulated wire, which it uncoiled in its progress. Through this wire were transmitted electric currents which controlled the electro magnets of the steering gear, the return circuit being made through the water. No great success was achieved with either the Brennan or the electrically controlled torpedo, the great difficulty being found to lie in preventing the breakage of the connecting wires, upon which the whole apparatus depended.

RENEWED HOPES

The discovery that it was possible to transmit electric waves through the atmosphere without the intervention of wires held out renewed hopes of the practicability of remote-controlled weapons. For some years before the outbreak of the war, nearly every country of importance was experimenting on these lines. In Italy, some progress had been made with an aeroplane controlled by wireless, and in Germany a large scale model airship actually had performed a circular flight, returning to the place of its ascent, with no other control but that afforded by a wireless transmitting station.

Once these weapons were in the air, little difficulty was found in their control, but it would appear impossible for an observer on the ground to control their ascent and descent, and for this reason alone it is improbable in the present state of aeronautical science that aircraft piloted solely by wireless will become a practical proposition.

The outbreak of war, which stimulated all branches of military invention, caused renewed interest to be taken in the remote control of torpedoes for coast defense purposed. The most striking example of this was the position on the part of the Belgian coast overrun by the Germans. The British monitors were constantly cruising off this coast, bombarding the German defenses and even taking the northern portion of their trench system in rear.

TO DRIVE THEM OFF

The problem before the Germans was to drive them off, or at least to keep them at such a distance that their powers for harm were limited. The adoption of the torpedo against them seemed to promise the greatest likelihood of success. But they were so well protected by their screen of destroyers that no vessel carrying the ordinary type of torpedo could approach near enough to discharge its weapons. The alternative was to discharge the torpedoes from the land, increasing their range for that purpose.

Now, while there is no theoretical limit to the range which may be given to a torpedo, as the range increases so the chances of its hitting its target become more remote. The man who aims it cannot take into account all the influences of currents and tides which it will encounter in its progress, nor the maneuvers of the target during the time of the torpedo's passage. If a torpedo is to be used at long ranges therefore, it follows that it must be controlled during its run, and not only at its discharge.

The Imperial Chinese Drama

The author of this finely printed little volume has compiled, within the restricted limits of a short essay, nine chapters upon the Imperial Chinese drama, ranging from discussions of the origins, types of plays, the plays as literature, the characters represented and the actors, to the music, decorations, costumes and playhouses. As compared with the recent volume of Mr. Waley upon the Japanese No-plays, "Studies in the Chinese Drama" suffers from certain serious defects; its author does not write from personal contact with the plays, since she is not acquainted with the Chinese language, nor has she Mr. Waley's sensitivity to art values. But so scant is our acquaintance with things Chinese that until something better appears, we shall be grateful for even this glimpse into a theatrical world which had been overlooked in the interest awakened by Nipponese drama. "It is supposed that the Republican Government in China will interrupt the Imperial drama convention," writes Miss Buss in her introduction. "Historically the Imperial theater ended with the dissolution of the Chang dynasty nine years ago, but the tradition which has maintained it during the last 600 years is powerful enough to have continued it to the present hour as the popular contemporary theater, and, in most parts of the country, as the only type of dramatic production. Recent deviations in a few minor theaters are as yet transitory and without focus."

THE DRAMA'S ORIGIN

The Chinese drama originated in civic and national ceremonies. Eleven centuries before Christ the dances had already developed such an amount of freedom that they had to be forbidden in relation with religious worship, while some records mention an emperor, 500 years earlier, who received commendation for having prohibited certain stage conventions. It is only in the eighth century of the present era that the first period proper of the Chinese drama begins. The Emperor Ming Huang them established a school in his gardens for the instruction of young men and women in dancing and music and even today many actors "associate themselves with this early Imperial school and call themselves members of the College of the Pear Orchard. Ming Huang who is said to have acted upon his own stage, is today's patron saint of all actors and his statue, with incense burning before it, may be seen in Chinese greenrooms."

The plays are divided into three types: (1) The Vun Pan Shi which specialises in patriotism and filial devotion; (2) the Jir Pan Shi, presenting civil and military conditions; (3) the Vun Min Shi, or "modern" play. Colloquial dialects are allowed in the Vun Min Shi instead of Mandarin—the dialect of Peking—which is the accepted speech of the stage as well as of the Nation. Plots are simple, and the Chinaman responds with special sympathy to satire. As in the Japanese No-play, scenery is virtually absent, and change of location is indicated by pantomime or a walk around the stage. Unlike the No-plays, however, the usual number of acts is four.

Few of these plays have found their way into English, and it is a pity that Miss Buss' book contains no example; her chapter on the play as literature, however, contains references to where they may be found, particularly in French versions. Voltaire even adapted "Tchao-chi-Kou-eul" (known in French as "L'Orphelin de la Chine," from a version made by Premare in 1755) and found it characterised, despite its welter of events, by "la clarte la plus lumineuse," as well as superior to anything that the French dramatists of the same period—the fourteenth century—had produced.

STATUS OF CHINESE ACTOR

The social position of the Chinese actor is of the lowest, except in the case of special favorites; he is thus forced to live in the narrow circle of his ambulant profession. The better situated of the companies do not care to go far away from the central city; the poorer traveling companies (with their brethren of the trained monkey, drum and song and a tale to tell in troubadour fashion) carry their theaters with them, structures of mat and bamboo that may be put up in quick fashion and as readily dismantled.

It is interesting to record another resemblance to the Japanese stage, that of decoration and costume. Although scenery is considered "silly and unnecessary," and realism is thus at a discount, the strictest exactness must be observed in the matter of costume and diction. Scenery is displaced by pantomimic action, so that "the imagination that has created in Chinese art so much chimerical humor of animal and flower and fetish can find a river where there is no water and a mountain where none is painted."

Nearly all the Chinese plays of the contemporary Imperial canon date from one of three prolific periods; they are considered, by authorities, inferior to the poetry and novels of the same epochs. The Tang dynasty, 720-905 A.D.; the Sung dynasty, 969-1277, and the Yuan dynasty, 1277-1368, are the high-water marks, of the drama. Most of today's plays follow the style of the last-named period.

Miss Buss points out that the statement frequently made with regard to the absence of women from the Chinese stage, is an error. During the Mongol and the beginning of the Ning dynasty, she reports, women took all feminine roles; but from the thirteenth century up to 1911 actresses were a rarity. Yet the most popular actor of today, significantly enough, is Mr. Mei Lan-fang, a gifted youth who plays feminine roles exclusively.

"Studies in the Chinese Drama," then is not and does not claim to be a work of erudition or originality. It affords, in rapid and competent summary, a bird's-eye view of the subject, or rather, an introduction to a number of plays of which a few may be read in English and a larger number in French and German. The book is frankly informative and commentarial and contains no dramatic criticism. It is enlivened by 27 illustrations, depicting actors, playhouses, symbols, programs, instruments and other accessories of the Oriental stage.

William Henry Hudson

A Great English Writer On The Beauties Of Nature

Mr. William Henry Hudson, the well-known naturalist and writer died in his sleep at his residence in Westbourne Park, says the Morning Post. Born on an estancia on the great plains of the Argentine, he eventually came to England, where he lived for many years. He was granted a Civil List pension of £150 a year, but twelve months ago he resigned it on the ground that he was now no longer in any need of the money.

Mr. Hudson took a keen interest from early childhood in the birds, beasts, and human inhabitants—especially the Guacho, with his elemental passions and contempt for the sanctity of human life—of that strange, far-listening Mesopotamia. In "Far Away and Long Ago," published in 1918, he told the story of his own experiences, and the book is indeed like that "wonderfully clear and continuous vision of the past" which inspired the writing of it during a long spell of illness. He never enjoyed robust health after coming to England; it is seldom that those brought up in a Continental climate, with its set seasons, contrive to accommodate themselves to the samples of weather experienced in an English year.

NOBLE ENGLISH

Perhaps this accounted, let us suggest in passing, for the curious lack of sympathy shown in his writings about Sussex and Cornwall. Living in seclusion, caring nothing for the harsh delights of the "literary scrimmage," he expressed his personality in a series of books that reveal him as not only a great naturalist but also the master of a noble and pellucid English which has the gravitas wanting in the work of so many of the younger writers. Among those who have made literature out of their observations of Nature—not in the facile manner of the "Nature fakers" satirised by Theodore Roosevelt or the makers of catalogue descriptions whom "Q" parodid in his picture of a hosier's window—he stands alone in his vivid "sense of something in Nature which to the enlightened or civilised man is not there," and which is a faculty enjoyed by primitive peoples and to be recovered, if possible.

The psychological background of all his books, which explains their unfailing charm and unfaltering appeal to every person desirous

To learn and discern of his brother the clod,
His brother the beast, and his brother the god—

is the philosophy of Animism, a new influence in modern life. He explains it as follows:

"By animism I do not mean the theory of a soul in Nature, but the tendency or impulse or instinct, in which all myth originate, to animate all things; the projection of ourselves into Nature; the sense and apprehension of an intelligence, like our own but more powerful, in all visible things. It persists and lives in many of us, I imagine, more than we like to think, or more than we know, especially in those born and bred amidst rural surroundings.

This sense was the root of his keen sympathy for wild creatures in whom he saw beings more like than unlike ourselves, after all. Like Henri Fabre, he cared nothing for laboratory investigations of the dead or for the vast scientific generalisations, such as Darwin's which have now a tendency to crumble before the impart of masses of new evidence. The function of the true naturalist, he believed, was to study the vie intime of living beasts and birds, and to learn how to live in fellowship with all of them. Man as the Lord of Creation, had been in the past a brutal tyrant, destroying beautiful and innocent species for no reason, or in order to punish them for the faculties they could not help possessing. He himself feared no animals, not even serpents, whom he believed to have the power of communicating their emotions, perhaps even their thoughts, to one another:

"A blessing conversation, it is true, but not unmodulated or without some considerable variety in it, a long sibilation would to followed by distinctly-heard ticking sounds, as of a husky-ticking clock, and after ten or twenty or thirty ticks, another hiss, like a long, expiring sigh sometimes with a tremble in it, as of a dry leaf swiftly vibrating in the wind."

HIS BEST KNOWN STORIES

Some of his friends regretted that he did not give himself more to the writing of fiction. His "E Ombu" (1902) was a collection of short stories of South American adventure, including the very and unforgettable tragedy of "Marta-Riquelme," which challenge a comparison with the most notable achievements in the conte of Mr. R. B. Cunninghame Graham "Green Mansions" (1904), the story of the wanderings of a Venezuelan on the upper regions of the Orinoco, is a spacious romance in which wandering and loving are touched with allegorial significance. He would never condescend to magazine or journalistic work, and his books were never popular in any wide sense of the term. But he is in his own way as exquisite a stylist as Walter Pater, and his election to the Fellowship of the British Academy—the best we can do for the literary artist of distinction—was a recognition of his unique position as a Nature-worshipper who saw all things sub specie aeternitatis, and was never guilty of a sloppy thought or slovenly sentence.

This great observer told what he had seen or heard in pure English prose, save the Tit's. Perhaps the austerity of Spanish, the daily language of his youth, helped to prune his phrases of decoration or sentimentality. But he owed more to an instinct for beauty, directness and simplicity, fostered by a diligent patience in trying to say what he had to say and nothing more. His books are as wholesome and kindly as was his life. They will endure as literature and as natural history.

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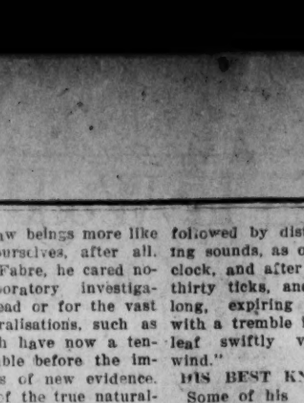

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New Richest Man In World Is Figure Of Mystery

Sir Basil Zaharoff, Power In European Politics, Munitions Maker, International Banker Ship Owner, Monte Carlo Magnate And Philanthropist

I wish to call attention to the honor given to Sir Basil Zaharoff, who is reputed to be the richest man in the world, and who is said to have made his money out of munition factories which he holds in many countries. If it be true that he helped us out in the war by giving us a loan, why was that not stated when he was decorated?—*From a statement by Mr. Aubrey Herbert, M. P., in the British House of Commons, July 17 last, as reported in The London Times.*

Sir Basil Zaharoff, one of the most mysterious men in the world, is lifted by this utterance into the rank of its richest. A munitions maker, international banker, owner of steamship lines and part owner of the Casino at Monte Carlo, an undismayed contender for oil rights against such enormous aggregations of capital as the Standard Oil and the Royal Dutch Shell, an unseen power behind more moves than one on the political chess board of Europe, and an eccentric philanthropist, a Haroun-al-Raschid for whom half the Continent is a Bagdad, he has yet managed to shroud in secrecy much of his life, even the very place and date of his birth.

It was during a debate in the House of Commons on the distribution of honors that Aubrey Herbert asked whether Sir Basil had been knighted on account of a substantial loan to the British Empire during the war; and why, if that were so, the fact was not stated that he was "reputed to be the richest man in the world."

The subject then under discussion was held up for inquiry by a Royal Commission, and no answer was given to Mr. Herbert. No explanation was forthcoming therefore as to how and why a man so influential in the councils of European States, a cosmopolitan who speaks half a dozen languages and owns as many homes and estates in various countries, credited with having financed Greece in the last Balkan war and assuredly of fabulous wealth, could have remained practically unknown to the public.

Yet this extraordinary figure is not entirely a mystery. What he chooses to make known about himself is thus set down in the 1922 copy of the English "Who's Who:"

Zaharoff, Sir Basil, G. C. B., cr. 1921; G. B. E., cr. 1918; Hon. D. C. L., Oxford; Grand Cross of Legion of Honor; Banker; b. 1850. Educ. London, Paris. Established chairs of Aviation, Universities of Paris and Petrograd; also Chair of Aviation in England, attached Imperial College of Science and Marshal Foch Professorship of French Literature ot Oxford University; established at the Paris university the Field Marshal Haig Chair of English Literature. Address: 53 Avenue Hoche, Paris; Chateau de Balincourt, Seine et Oise, France. Club: Marlborough.

The French Government made Zaharoff a Commander of the Legion of Honor in 1914. It was not until 1918 that the Grand Cross of the order was conferred upon him. The British have honored him with the Knight Grand Cross of the British Empire and the Knight Grand Cross of the Order of Bath; and Oxford has made him an honorary Doctor of Civil Laws. He has, moreover, been recognised as the intimate of Lloyd George, of Venizelos, of Clemenceau, Briand and of other powers in Europe; and he has been admitted to the guarded circles of the exclusive Marlborough Club. More than once his large benefactions have drawn momentary attention to him, and on several occasions his name has come up in French and English legislative halls. Never but once, so far as is known, has he made a public statement. Continually he has moved behind a screen.

This man, tall, slender and of distinguished manner, with iron-gray hair and a silvery mustache and imperial, wearing invariably a red carnation in his buttonhole; at 72 a bachelor and reputed a woman hater; an impulsive philanthropist whose checks for half a million francs lay for months in a French official's desk, on the supposition that it had been offered by a harmless crank; a welcome guest in the inner circles of half a dozen Continental capitals; a strategist in world finance and politics; such a figure, you will agree, might well inflame a romancer.

And in all probability there has been some romancing about Sir Basil. The mystery with which he has sought to surround himself has invited that. What is to be set down here has been gathered by European newspaper men and from other sources believed to be reliable. As nearly as may be facts will be presented; but the writer cannot refrain from repeating at the outset a story which, even if it prove to be apocryphal (it comes from an excellent source), is yet too interesting to withhold longer.

ESCAPES FROM GERMANS

From the outset of the World War, so the story goes, the Germans regarded the capture of Zaharoff as of extreme importance. It is even said that a price was put upon his head, and that when the German armies first overran France he escaped from one gate of the park surrounding his chateau near Pontoise (once a gift from Leopold of Belgium to the Baronne de Vaughn) while the uhlans were dashing in at another. But the incident I had in mind concerns a journey he made on a neutral ship which was overhauled by a U-boat.

A boarding detachment from the submarine made a thorough search of the ship, and in Zaharoff's cabin found a man hiding under the bunk. Quickly a sack was thrown over his head, he was bound hand and foot, and, thus securely trussed, was borne in triumph to the U-boat.

The Captain of the raided ship was amazed a few hours later to find Sir Basil standing beside him.

"I thought they got you," he gasped.

"Oh, no," was the reply; "I was in a sailor's locker. But I'm afraid they have taken my secretary. He was a most efficient young man. He has been invaluable."

Sir Basil was frowning into the distance. The Captain did not press the matter further.

According to one French newspaper Sir Basil's full name is Zacharie-Basile Zaharoff. According to Le Journal des Hellenes he was born in Constantinople (Tatavla) in a fashionable Greek district; but other reports have it that he was born in Athens, and still others in Russia or in London. That his father was Russian and his mother Greek all the reports seem to agree; and further, that he is naturalised a Frenchman, although educated principally in England. It is agreed, too, that his parents were poor, but reports vary as to whether he started his career in Paris with a stake of 5 francs, or in the Krupp plant in Germany as a laborer, or as an employe in the Vickers-Maxim plant in England, of which he is now the head.

There are rumors that Zaharoff made and lost two fortunes during an adventurous and turbulent young manhood—just the sort of rumors one might expect to hear of such a figure. As a matter of fact all his earlier life is shadowed. At the outbreak of the war he was a rich man—in all probability an extremely rich man—but it was not until after the war that the public began, now and then, to hear vaguely about him. Probably munitions multiplied his fortune during the war.

FAR-FLUNG INTERESTS

According to Le Journal des Hellenes, Sir Basil is a Director of the Credit Lyonnais and one of the largest depositors in the Banque de France; a councilor of the Societe Universelle du Nickle, founded by the Rothschilds; a Director of the Barclay Bank in London; stockholder in numerous steamship lines, grain elevators and theaters, the owner of vast properties in the Near East, and half owner of the Monte Carlo Casino, aside from his important munitions interests. It seems certain that he was back of the formation, in 1920, of an Anglo-French oil group, as he had been the mainspring in the Anglo-Persian group a short while before; and that he is the energising power behind the construction of huge storage plants and refineries in French ports, to be used in competition with the Dutch Shell and Standard Oil groups.

Sir Basil's special interest in the Near East is explained in some quarters on the ground of his great fondness for the land of his mother's birth. His gifts to Greece have been munificent. During the Balkan war he is said to have made the nation an allowance of $2,500,000 a year, and during the World War of half that sum; and he is known to have donated a huge radio station at Venice, costing $500,000. He paid for new legations in European capitals, lest his beloved motherland seem shabby to strangers, and provides for their upkeep. He is credited with having financed the rise of Venizelos to power, and to have assisted him more than once in crises during the World War.

After the Greek throne was left vacant by the death from a monkey bite of King Alexander, a report became current in Paris that Prince Sixte of Bourbon-Parma was a candidate for the throne. The story went that he had appealed to Edmond and Camille Blanc, who are connected with the Bourbon-Parmas through the Radziwills, and who are members of one of the wealthy French banking families, to influence Zaharoff in his behalf, knowing very well he couldn't have the throne without Sir Basil's approval.

Camille Blanc is part owner of the Monte Carlo Casino, and Zaharoff maintains a home at the Hotel de Paris in the Monaco resort. The story is that the matter was taken up there, but that Camille Blanc made it a condition (to which the Prince offered no objection) that he (M. Blanc) should be permitted to establish a licensed gaming house in Athens if he won Zaharoff's support.

"One Monte Carlo," Sir Basil is said to have observed when the details of the plan became apparent under his questioning, "is quite enough for the world."

And the Prince's dream of a Hellenic throne went glimmering.

There have been reports that Zaharoff was behind the move of the late ex-Emperor Karl to regain the throne of Austria, but there is little to show that such reports are authentic. That the millionaire is close to Lloyd George is commonly supposed in London, and this was the indirect cause of the only statements he seems ever to have given to the newspapers.

ATTACKS IN COMMONS

On August 16, 1921, Lieut. Col. Walter Guinness, in the course of a debate said of Sir Basil:

"The voice behind the throne, or to be more accurate, behind the Presidential chair, is probably Sir Basil Zaharoff. He is undoubtedly an able financier with international interests in the munitions industry. Outside political circles his chief fame is that he is understood to have been a controlling factor in the production of armaments in four or five different countries. Even more important from the British point of view is that, although he is British enough to be a G. B. E. and G. C. B., he is primarily a Greek and, if in foreign affairs we are to have a Presidential system, the voice which the President hears should at least be British and his interests should be those of his own country and of the Entente."

In his reply to this attack Sir Basil authorised this statement:

"I have not seen Mr. Lloyd George since the Spring of 1919 nor has any communication, verbal or otherwise, passed between us since then."

Nevertheless, a few months later, on March 21, 1922, Aubrey Herbert revived the charges. He asked Austen Chamberlain whether Sir Basil had been financially rewarded for his help and advice.

Mr. Chamberlain answered that he did not understand the question and suggested that if Mr. Herbert had any charge to formulate he should express it in plain language. T. P. O'Connor interposed, asking if a question was in order and if it attributed sinister motives to a man who had given most valuable and disinterested services during the war. The Speaker stated that he had struck out from the question all the insinuations which it originally contained.

A few days later, on March 27, 1922, Mr. Herbert in the course of a debate returned to the charge, complaining that the Government had never sought on the Greek question the advice of proper experts, and declaring that Sir Basil was supposed to be the Premier's one counselor.

This drew from Lord Eustace Percy the retort that it was impossible to charge Sir Basil or anybody else with having inspired the Government's policy toward Greece, for it was palpable that the Government never had had a definite and clear policy.

It was July 17 last that Mr. Herbert returned to the attack with his question about the distribution of honor; and it is possible that even yet the history of this singular man will be unfolded, in part at least, in the stodgy surroundings of the House of Commons.

It is possible that Mr. Herbert knows more about Sir Basil, or has heard more from original sources not easily tapped, than his questions indicate. He is a Coalition Unionist in the House, representing Yoeville in Somerset; but before the war he traveled extensively in the Near East, and he had served in the diplomatic service at Constantinople. He may have learned a good deal there about Zaharoff, the "millionaire of mystery," as he was called even in those days. He may even, it is reasonable to suppose, have gleaned information never yet made public.

HERBERT'S CAREER

Aubrey Nigel Henry Molyneux Herbert, to give his full name, is the second son of the fourth Earl of Carnarvon, and is in his early forties. He was educated at Eton and Oxford, and he entered the diplomatic service, serving at Tokio before he went to Constantinople. His travels have included the Far East as well as Turkey, Macedonia, the Balkans and Yemen. At the outset of the war he became a Lieutenant of the Irish Guards, was wounded and taken prisoner; escaped, and became, in December, 1914, a Captain in the General Staff with the Mediterranean forces; served in Egypt, and later took part in the disastrous first landing at the Dardanelles; served as a Lieutenant Colonel in the Adriatic mission a year later, then in Macedonia at Salonika and in Italy. He has written verses and a book of travel and is known in London as a clubman and man about town.

Around these two men, one a picturesque soldier, litterateur and legislator, whose every act seems an open book; the other a manipulator and financier of occult power, who has managed to escape with almost uncanny agility the glare of the publicity spotlight centers the fight to tear apart the elements of secrecy with which Sir Basil has wrapped himself.

It is just possible, although European newspaper correspondents scout the notion, that Sir Basil's fondness for mystery is but an eccentricity. For he is eccentric. He boasts that he has never ridden in an automobile and will have nothing to do with them (in Paris he uses a three-horse troika); and he had never ridden in airplane, despite his gifts to the cause of aviation. He abhors typewriters, and his correspondence is always written by his numerous secretaries in longhand to be signed by Sir Basil with an ink of a different color. But in his benefactions he is sometimes even more odd.

An instance in point came to light a year or two ago when Sir Basil took a walk through the French Zoological Gardens. The animals there were still suffering from the effects of imperative war economics. Concrete walls and floors were cracking, cages were unheated, rations were at a minimum, and even Whisky, the lion-mascot of the Lafayette Escadrille, was suffering from rheumatism. But the animals which seemed to feel their privations most acutely were the monkeys.

Standing in front of the monkey cage Sir Basil took an attendant severely to task for what seemed to him neglect. The attendant replied that this was a matter better discussed with the director.

"Well, call him," commanded Sir Basil; and when he learned that the bad condition of the gardens was an after-effect of the war, he asked what the cost of repairing them would be. Professor Mangin, director, although he was convinced that the man was a crank, replied curtly that the cost would be half a million francs. Thereupon Sir Basil wrote a check for the amount.

Well, Professor Mangin couldn't decipher the signature on the check, and he was certain he had been made the victim of a practical joke. So he thrust the check into his desk, swore softly at the crank who had wasted his time and forgot it. Thus it was not until months later, when the check was found in straightening out a drawer and sent along to the Ministry of Public Instruction as a matter of routine or as a curiosity—that the manager of the Zoo found he was mistaken in thinking that this was "monkey money"—which is the French term for fool's gold.

HIS MUNIFICENT GIFTS

Sir Basil gave 200,000 francs to Count Clary, President of the National Committee on Sports to help finance the participation of French athletes in the Olympic games in Antwerp; he supplied the funds for the Interparliamentary Commission in Paris, and once, soon after the war, when he was a guest at Lloyd George's home during a concert for a children's charity, he did a characteristic thing. Nellie Melba, prima donna, and Miss Lillah McCarthy, actress, were selling a book with photographs of such celebrities as King George, Lloyd George and President Wilson. The bidding ran to £250, but the fair auctioneers demanded £1,000. Melba sang twice for £50 a song, and then, as things seemed hopeless, Sir Basil made up the sum with a gift of a round £650.

In 1909, Sir Basil made a gift of 700,000 francs to the University of Paris for the foundation of a Chair of Aviation, later adding a further half-million in order to bring the fund up to 1,200,000 francs; while not very long ago he presented Oxford University with a check for 825,000 francs for the foundation of the Zaharoff Chair of French.

In London and at Monte Carlo, Sir Basil maintains hotel suites. About his homes in Athens, Constantinople and Madrid details are lacking; but his Paris house, pleasantly adorned with window boxes after the English fashion, is furnished in Louis XV. style, and contains noteworthy objects of art. A dinner set of hammered gold and soup spoons inlaid with rare stones are described by overawed persons who have been guests there. Sir Basil has two spinster sisters.

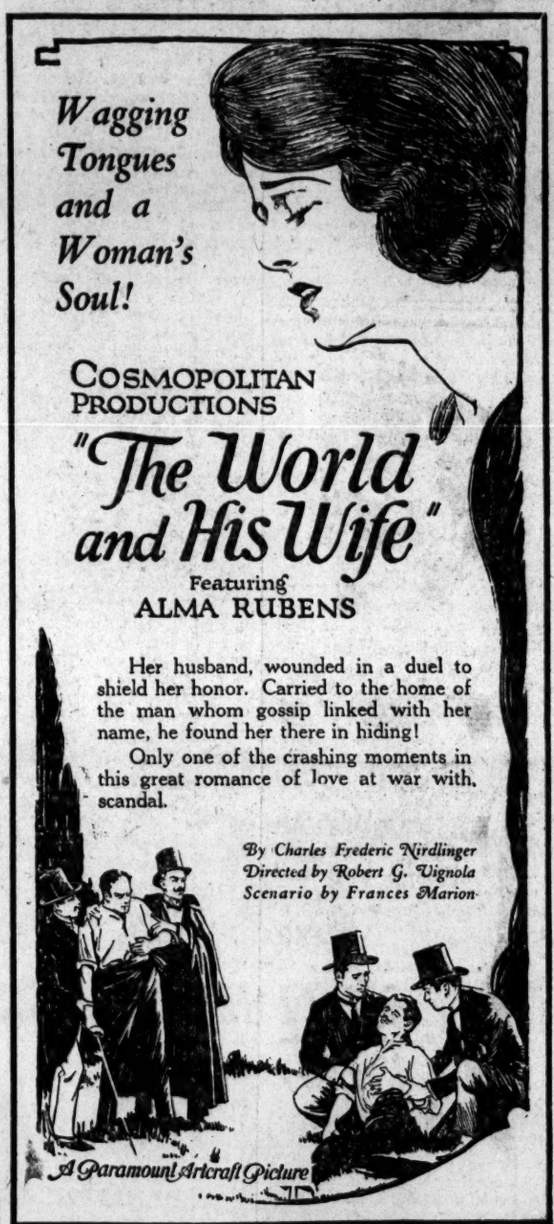
After all is said that can be said not much has been told of this modern Croesus and international politician. Is he a poseur? Or is there something he so wishes to keep hidden that he thinks safety lies in hiding much more? About his being the richest man in the world doubt may well arise; but about his power there can be no question. Hugo Stinnes, Germany's post-war prodigy, becomes insignificant beside this veiled titan of finance and international intrigue—or, if you will, statecraft. As I glance back over what has been set down here I am almost tempted skeptically to lay it aside as a fake, the gay imaginings over their wine of a group of European newspaper correspondents. But there there can be no myth about it. Against such a theory there stands the scant but solid twelve lines in the British "Who's Who," setting forth, with taciturn economy, the recent distinctions and achievements (so far as he cares to have them known) of Sir Basil Zaharoff.

Call
West 189
Ford Hire Service

DEUTSCHES
Bakteriolog.—Serolog.
Institut
G m. b. H.
SHANGHAI
ALL ANALYTICAL TESTS
of Blood, Urine, Feces, Sputum etc.
Latest German Methods.
Details & Terms upon Application.
Consulting-rooms & Laboratories.
16 Canton Road, 2nd floor.
Tel. C. 7037

COLUMBIA RECORDS
CALL AND HEAR OUR
OCTOBER
SAMPLES
ROBINSON PIANO Co., Ltd.
34, NANKING ROAD

TWO SPECIAL FEATURES
At ordinary cinema prices will be presented at the
VICTORIA THEATRE during the week Oct. 9th to 15th
SHOWING FOR FOUR NIGHTS ONLY
OCTOBER 9th, 10th, 11th and 12th at 9.15 p.m.


Wagging Tongues and a Woman's Soul!
COSMOPOLITAN PRODUCTIONS
"The World and His Wife"
Featuring
ALMA RUBENS
Her husband, wounded in a duel to shield her honor. Carried to the home of the man whom gossip linked with her name, he found her there in hiding!
Only one of the crashing moments in this great romance of love at war with, scandal.
By Charles Frederic Nirdlinger
Directed by Robert G. Vignola
Scenario by Frances Marion
A Paramount Artcraft Picture

"The World and his Wife" is a romantic drama of old Spain, adapted from a play by the most popular of all modern Spanish dramatists.

The play has already been translated to the American stage and had a successful Broadway engagement for a whole season some years ago.

In its motion picture form "The World and his Wife" has all the dash and color of romantic Spain.

SHOWING ON OCTOBER 13th, 14th and 15th
CHARLES RAY
The most likeable chap on the screen in his most Appealing Picture
"RED HOT DOLLARS"

Deeper than a Thrill, Finer than a Laugh, Yet with Thrills and Laughs Galore!

A Thos. H. Ince
PRODUCTION

He was just a grimy cog in a big steel plant till he risked his neck to save his employer's life.

After that, he was the rich man's "son."

But he tumbled into love with the grand-daughter of his patron's bitterest foe—and that's where started something

CHARLES RAY and GLADYS GEORGE
In a scene from the THOMAS H. INCE Production
"RED HOT DOLLARS"
A PARAMOUNT-ARTCRAFT PICTURE
COMMENCING MONDAY, OCTOBER 9th
At every Matinee performance will be screened the famous detective stories of
"NICK CARTER"
Two Performances Daily, Matinee at 5.30 and Night at 9.15 p.m.

The Odra

Goodyear Tyres
All sizes—in fabrics and cords.
Just arrived from U.S.A. and Canada
H.S. HONIGSBERG & Co, Inc.
P. W. Giovaninni Mgr. Tyre Dept.

The China Press
大陸報

Firestone
Most Miles Per $
The Central Garage Co.

SHANGHAI, SUNDAY, OCTOBER 8, 1922

Business and Official Notices

The American Consulate General will be closed to public business, on Tuesday, October 10th, the Anniversary of the Chinese Republic
52586

A Lecture on
PAUL MORPHY

and his influence on modern chess, will be delivered by Mr. M. Diamant at the rooms of the INTERNATIONAL CHESS CLUB, at the Trocadero Cafe, 14 Astor Road, on Wednesday next, October 11th at 5:30 p.m. All those who are interested in chess are specially invited to attend, and also take part in simultaneous games of chess which will be played after the lecture.
52589

Manufacture Sino-Belge de Tapis
Sino-Belge Carpet Factory
130 Avenue Dubail.

Lu-Kai-Wei (near French tram terminus). Manufacturers of every description of Chinese & Oriental rugs. Black rugs in round, Oval and square. Speciallty rugs to order. We have a very choice selection of excellent designs in stock. Inspection invited.

R. DONOHOE,
Manager.
52599

NOTICE OF REMOVAL.

Our Association has been established at a Tea Shop in Canton Road for more than ten years. Now all our Curio Merchants acknowledge their share to organize a New Association in the corner of 216-B Canton and Kiangse Roads, exhibition upstairs. The Association will begin to do its business on October 10th, 1922, and you are welcome to visit the Association, where a special discount will be given for one month, every business day from 9 a.m. to 7 p.m.

The Exchange Association for Curios, Ancient Paintings, Pearls, Bronze and Jade Wares.
52606 O 11

Alliance Française

FRENCH MUNICIPAL SCHOOL BUILDING.
247 Avenue Joffre,
Telephone: West 1555.

A COURSE OF FRENCH FOR FOREIGNERS.

On MONDAY, WEDNESDAY, FRIDAY from 6 to 7 p.m. a French course is organised for adults, exclusively foreigners at the FRENCH MUNICIPAL SCHOOL.

THREE DIVISIONS are organised: one for beginners, one for those who have already studied French, and the third for those who, knowing French, want only practice and conversation on literary or commercial subjects.

The classes will start on Monday, October 16th.

Monthly Tuition: 10 dollars.

A FRENCH LIBRARY.

The "Alliance Francaise" to which are welcomed all foreigners, has a large French library and reading room, open to members every day from 10 a.m. to 12 and from 3 p.m. to 8 p.m. (except on Mondays and Sundays afternoon).

Annual subscription: 12 dollars.

Will you learn GOOD FRENCH? Join the Alliance Francaise classes. Will you read the BEST FRENCH BOOKS. Join the Alliance Francaise Library.

Please apply to the French Municipal School.

CH. GROSBOIS,
Headmaster.
Delegate for Alliance Francaise.

Chinese Government Railways

Shanghai-Nanking Line

A whole coupe in a first class coach cannot be reserved unless six first class f res are paid and 24 hours previous notice is given to the Station Master.

By Order,
The Traffic Manager.
52566

Notice is hereby given that we have this day sold the whole of our stocks of machinery, Crude Oil Engines, metals and hardware, to Mr. H. OLIVEIRA, Shanghai, who will in future trade under the style of "H. Oliveira, Successor to T. E. M. A. Shanghai."

T. E. M. A. Shanghai.
Per (JAN VAN DER POEL).
Shanghai, 21st Sept., 1922.

Notice is hereby given that I have this day purchased from Messrs. T. E. M. A. the whole of their stocks of machinery, Crude Oil Engines, metals and hardware and that I will in future trade under the style of

H. OLIVEIRA,
Successor to T. E. M. A. Shanghai.
Shanghai, 21st Sept., 1922.
52505

CERCLE SPORTIF FRANCAIS

NOTICE

The Committee begs to inform the Members of the C. S. F. that the opening of the winter season commences on Saturday, October 14th.

Same as the last season: every Wednesday and Saturday Dinner with music and dances, at 10:30 and every Tuesday, Thursday and Sunday Tea Dansant from 5 p.m. to 8 p.m.

THE COMMITTEE.

Popular Concert
by
Mrs. T.N. Dontsoff. (Contralto)
at the Y.M.C.A. Hall
(120 Szechuen Road)
Thursday, 12th October, 1922,
at 9.15 p.m.
Kindly assisted by
Mr. P. Selivanoff. (Basso)
Artist of the Russian Opera and best local artists.
Price $2, $1, 50 cents.
Booking at Moutrie's.
Management.
Mrs. T. N. Dontsoff.
52590

NOTICE

We beg to announce that from the 1st of October, 1922, we have sold and transferred all our rights and obligations in the Federal Motor Car Corporation (Federal Garage), 43 Ave du Roi Albert to Messrs. Pao Chong Co., who will continue as before.

ZYLSTRA TRADING COMPANY
52598

Who is the Initiator ?

Who gave you best service?

Who is most reliable one?

no doubt you will remember that

S. WULFF & Co.

always give you satisfaction on all orders favoured them for CLEANING and DYEING.

Office at 211A Szechuen Road, near Ningpo Road, Tel. C. 2284.

Business Opportunity

Wanted partner with Tls. 5,000 for a well going concern, situated in the best part of town. Knowledge of English necessary. For particulars, please write Box 649, THE

HUNT'S

Ports and Sherries

Full Rich	Palido
Very Old Tawny	Fino
V. O. V.	Vino de Pasto
Invalid	Manzanilla
Newfoundland	Amontillado
Imperial	Maduro
Coronation	Solera

Hunt's Full Rich is an exceptional value and a very popular Club Port.

Hunt's Sherries are specially selected and noted for excellence.

Garner, Quelch & Co.
73, 73a, Szechuen Road
Tel. C. 2021

In the United States Court for China

KOO STAR, Plaintiff,	:	Cause No. 1843
v.	:	Civil No. 655
R. S. BOYD & CO., LTD., and	:	SUMMONS TO ANSWER
P. F. POMEROY	:	Filed at Shanghai, China,
Defendants.	:	August 19, 1922
.....	:	(Signed)
	:	W. A. Chapman
	:	Clerk.

THE PRESIDENT OF THE UNITED STATES OF AMERICA to the United States Marshal for China and his Deputies: GREETING:

You are hereby commanded to serve this Summons to Answer and a copy of the Complaint in the above entitled action upon the defendants:

R. S. BOYD & CO., LTD.,
and
P. F. POMEROY, Shanghai,

if found within the jurisdiction of this Court and to notify them to be and appear before this Court on or before the twentieth day after service hereof to file their written answer on oath. WITNESS the HONORABLE CHARLES S. LOBINGIER, Judge of the United States Court for China, at Shanghai, China, August 18, 1922.

(Signed) W. A. CHAPMAN,
Clerk.

Excerpt from Regulations, Section 8: On proof of due notice, judgment by default shall be procured against any defendant failing to appear and file his written answer as required.
52196

Shanghai Foreign Exchange Bankers' Association

The Foreign Exchange Banks which are members of the above Association will be closed for the transaction of Public Business on Tuesday, the 10th instant, on account of Chinese National Day.
52587

Announcement

NOTICE IS HEREBY GIVEN that on arrival at a mutual agreement between the board of directors of the National Commercial Bank Ltd., on the one hand, and the board of directors and the head office of the Bank of Communications on the other, and with my personal approval, I, the undersigned, shall be released the duty as the manager of the National Commercial Bank Ltd., Shanghai, and will assume the duty as the manager of the Bank of Communications, Shanghai, on and from the Tenth October, 1922.

SHEN CHU-HSU.
(盛竹書)
52565

S.S. "PRESIDENT GRANT" From Seattle

NOTICE TO CONSIGNEES

Examination of ship's damaged cargo ex the S.S. "PRESIDENT GRANT" will be held at the China Merchants Lower Wharf, on Monday October 9th at 9:00 a.m., when Messrs. Eisler, Reeves and Murphy Marine Surveyors, will be in attendance.

THE ADMIRAL LINE, Agents.

YOUR HEALTH
demands the utmost

care what towels you use whether in office or home. Clean cloth towels—a fresh one for each user—afford the only really sanitary & hygienic service. ROUSSO'S INDIVIDUAL "LOCKED-ON" TOWEL CABINET provides exactly that.

ADVANTAGES (1) Clean towel each time
(2) Towels locked on. No can lose
( ) Minimum cost with cleanliness
Towels $3.50 per doz. Cabinets from $12.50

THE OFFICE APPLIANCE CO
Specialists in Office Equipment
22 NANKING ROAD,
SHANGHAI.

A Bondholder Should Know

(7) Bonds payable by one single payment, $1450—is the single premium for a fully paid up Bond of $2000.—

Bondholders who have paid premiums on the monthly, quarterly or yearly system and who desire to make one final payment can do so.

The table of such payments will be published tomorrow.

(to be continued)

INTERNATIONAL SAVINGS SOCIETY
7, Avenue Edouard VII
Shanghai

National 8% Short Term Bond Issue Of 11th Year of Chinese Republic (1922): $10,000,000

Subscribers to the above Loan are hereby notified that the undersigned has been entrusted by the Chinese Government with the Service of the Loan and that it will be conducted in all respects on the same lines as the Service of the 7th Year Short Term Bond Issue of 1918.

For Prospectus containing terms of issue, interest, and redemption payments, see announcement made by the Bureau of National Loans, Ministry of Finance.

(Signed) F. A. AGLEN,
Inspector General of Customs.

Inspectorate General of Customs,
26th September, 1922.
52430

BUSINESS OPPORTUNITY

New York engineering and export commission house thoroughly experienced in all Branches of Far Eastern trading wants connection with foreign or Japanese commercial company, with branches in Hankow preferred, to co-operate on equitable basis on machinery and general merchandise from United States. Control several important lines and can give you benefit of intelligent New York co-operation without increasing your overhead. Mutual contract desired. Highest references. Apply to Box 480, THE CHINA PRESS.
52116

Business and Official Notices

Notice To Consignees

S.S. "R. C. Rickmers" has arrived from Antwerp and Hamburg on the 6th inst., and is now discharging her Cargo at the South Manchurian Railway Wharf. Consignees are requested to send in their Bills of Lading for Counter-Signature without delay. Examination of Damaged Cargo will take place at said wharf, on the 13th of October, 1922, at 10 a.m.

THE RICKMERS LINIE,
KARL OLDOERP,
Manager.
10 Szechuen Road, Shanghai.
52572 O 13

NOTICE

Shanghai Licensed Pilots' Association

This Office will be closed on Tuesday, October 10, 1922-being the day fixed by the government as the National Festival, except between the hours of 10 & 11 a.m.

W. MAHON,
52562 Manager.

National 8% Short Term Bond Issue Of 11th Year of The Chinese Republic (1922): $10,000,000.

Subscribers to the above Loan are hereby notified that the undersigned has been entrusted by the Chinese Government with the Service of the Loan and that it will be conducted in all respects on the same lines as the Service of the 7th Year Short Term Bond Issue of 1918.

For Prospectus containing terms of issue, interest, and redemption payments, see announcement made by the Bureau of National Loans, Ministry of Finance.

F. A. AGLEN.
Inspector General of Customs.
Inspectorate General of Customs,
26th September, 1922.
52460.

NOTICE

The undersigned have organised a co-partnership under the name of China Underwriters' Agency for the purpose of handling all forms of insurance.

We have been appointed fire and marine agents for the St. Paul Fire & Marine Ins., Co., and are now prepared to issue policies for same at current rates.

L. EVERETT,
M. R. HEALY.
No. 5 Jinkee Road.
Tel. C. 5017.
52515

Frederick's Private Hotel

Kwang Tung Road, Chapei.

A new and up-to-date Furnished Hotel. Our large new Dining Hall just completed. Musical Evening and special Dinner's every Saturday. Dinner Parties at short Notice are our speciality. Music During Dinner hours through the week.

Private Dinner Rooms Best of services.

IMPORTANT

CONFIDENTIAL and DIVORCE INQUIRIES UNDERTAKEN WITH SECRECY, PRIVACY, and QUICK RESULTS.

HOUSE COOKS, BOYS, COOLIES and AMAHS are supplied with GUARANTEE at very short notice.

Hundreds of testimonials from SATISFIED CLIENTS.

CALL! WRITE! or WIRE!
ALWAYS THERE.
OFFICE OPEN DAY AND NIGHT.

The International Secret Service & Employment Agency.
123 Szechuen Road.
Tel. No. Central 7201.

DR. F. FRANEK, M.D.
Specialist in Urinary Skin and Internal Diseases (Latest European methods of treatment)
21, Nanking Road.
Consulting hours 11-1, 4-6.
52684

Shanghai Race Club

AUTUMN RACE MEETING, 6th, 7th, 8th & 11th November, 1922.

ENTRIES for the above Race Meeting will close at the Grand Stand, at 6 p.m., on Wednesday, 11th October, 1922.

ENTRY FORMS ARE OBTAINABLE at the GRAND STAND.

By Order of the Stewards,
A. W. OLSEN,
Secretary
SHANGHAI RACE CLUB.
52509

Picture Post Cards

An assortment of 50 beautiful reproductions in SEPIA PHOTO-GRAVURE Illustrating Chinese country and street scenes, native industries, junks, etc.

One Dollar per Dozen

Published by
Mactavish & Co., Ltd.
Photographic Chemists.
opposite the Garden Bridge.
Shanghai.
52480

Summer is Here!

And that weary tired feeling is experienced by most of us. Work, that in normal health would not worry you in the least, becomes a positive burden. When you feel like that it is time to look for help in the shape of a reliable Tonic. "Bynogen" will give you health and nerve-power. Do not hesitate, but firmly resolve to begin a course of "Bynogen" at once.

Your Chemist stocks "Bynogen"
ALLEN & HANBURYS, LTD.,
London and Shanghai.

Great Clearance Sale
For 3 weeks only.
Best Material Overcoating & Suitings.
Hats, Shirts, Ties, Shoes.
and
General Outfittings at
Jang Tah
17 Nanking Road, Shanghai.
52470 O 17

La Union
of
V. D. Alobog
P. D. 3206 Haining (near Chapoo) Road.
An Incentive To Economy
Save Your Old Hats
"La Union" Guarantees to make your old soiled hats look like new. Prompt service and charges ridiculously low. 52424

The International Recreation Club.

NOTICE TO MEMBERS

Members are reminded that admission to the Members' Enclosure on Race days is only by their New Badges, which are now being issued.

Those members who have not yet exchanged their Old Badges for the New ones are asked to do so AT ONCE

By order,
Y. S. DAY,
Secretary.
52434

The International Recreaton Club.

KIANGWAN RACES.

91st MEETING
5th and 10th October, 1922.
(Thursday and Tuesday)
First Saddling Bell at 1.30 p.m. Sharp, Daily.

MEMBERS' GUEST TICKETS:—A Limited Number of Tickets of Admission to the Members' Enclosure can be obtained from the Secretary on the nomination of any Member, at a cost of $5.00 each. Applications for Members' Guest Tickets must be accompanied by Cash.

ADMISSION TICKETS TO PUBLIC STAND:—$1.00 each, obtainable at the Gate.

SPECIAL TRAINS:—11.50 a.m. 12.40 p.m. 1.15 p.m.

SPECIAL CAR SERVICES:—Motor Cars will leave the Central Garage Co., No. 2a, Jinkee Road, every minute from noon.

TIFFINS AND REFRESHMENTS will be served at the Race Course.

VEHICULAR TRAFFIC on Kiangwan Roads shall be regulated as follows:—

12 Noon to 4 P.M. Shanghai to Kiangwan by New Kiangwan Road

12 Noon to 4 P.M. Kiangwan to Shanghai by Old Kiangwan Road

After 4 P.M. Kiangwan to Shanghai by New Kiangwan Road
After 4 P.M. Shanghai to Kiangwan by Old Kiangwan Road

By order,
Y. S. DAY,
Secretary.
52433

Dr. J. Podpakh, M.D.
German University
Specialist in female diseases, confinements, surgical, internal, urinary diseases, venereal and skin diseases. Latest methods of diagnosis and treatment.
Hours 11 to 1 and 4 to 6. Tel. C. 434, 14 Kiukiang Road, corner Kiangse Road, Ezra Building, above Asia Banking Corporation.
5379

$10,000,000 8% Short Term Bonds of The Eleventh Year of The Chinese Republic.

authorised by Presidential Mandate dated 25th September 1922.

Notice is hereby given that Bonds of the above mentioned Loan are offered to the Public, the conditions of which Issue are as under:—

Amount of Issue	$10,000,000.
Price of Issue	$90 per $100 face Value.
Interest	8% per annum.
Dates of Payment of Interest and Repayment of Principal	31st May and 30th Nov.
Drawings	Redemption will be effected by Ten semi-annual Drawings of 10% each, commencing in May 1923 and ending in November 1927.
Security	Deferred portion of Russian Boxer Indemnity, placed at the disposal of the Inspector General of Customs who will conduct the Loan Service on the same lines as the service of the Seventh Year Short Term Loan of 1918. This Loan bears Interest from 1st September 1922 and bonds purchased prior to 15th October will receive full Interest in advance for the quarter ending 30th Nov. 1922. All bonds purchased between 15th Oct. and 30th Nov. will receive half of the current quarter's Interest in advance.
Issue Agents	Bank of China.

THE MINISTRY OF FINANCE
THE BUREAU OF NATIONAL LOANS

Applications for script can be obtained from or sent to Bank of China, 3 Hankow Road.
52431

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £8,000,000
Reserve Fund £3,700,000
Reserve Liability of Shareholders £8,000,000

Head Office:
28 Bishopsgate London, E. C.
Shanghai Branch: 18 *The Bund*

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
Sir John Newall Jordan, P.C. G.C.I.E., K.C.B., K.C.M.G.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial and Union Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Alor Star (Kedah)	Iloilo	Rangoon
	Ipoh	Saigon
Amritsar	Karachi	Seremban
Batavia	Klang	Shanghai
Bombay	Kobe	Singapore
Calcutta	Kuala-Lumpur	Sourabaya
Canton	(F. M. S.)	Tientsin
Cawnpore	Madras	Tavoy
Cebu	Manila	(Lower Burma)
Colombo	Medan	Taiping
Delhi	Peking	New York
Haiphong	Penang	Yokohama
Hankow	Puket	
Hongkong		

Drafts granted on the above Agencies and Branches and also on the principal Commercial cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT,
Manager.

Banque Belge Pour L'Etranger

(Filiale de la Societe General de Belgique).

	Frs.
Capital (subscribed)	100,000,000
Capital (paid up) ...	75,000,000
Reserves	19,962,300

President: JEAN JADOT.
Head Office: BRUSSELS.

Branches:
LONDON, MANCHESTER, PARIS, NEW YORK, BUCAREST, COLOGNE, ALEXANDRIA, CAIRO, TANTAH, SHANGHAI, PEKING, TIENTSIN, HANKOW.

Affiliated Banks:
BANCO DE CARTAGENA, Madrid, with Branches in SPAIN and MOROCCO. — WIENER-BANKVEREIN, Vienna, with Branches in AUSTRIA, HUNGARY, POLAND, RUMANIA, ITALY (TYROL), YUGO-SLAVIA, TURKEY, and ASIA MINOR.—ALLGEMEINER BOEHMISCHER BANKVEREIN in Czecho-Slovakia, A. KOUYOUMDJISKI & CO., Sofia.
Correspondents in all parts of the World.

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

The Exchange Bank of China

SHANGHAI BRANCH,
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address: "Knabex"

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T.T. Letters of Credit, Buying and Selling Specie, etc. etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden Foochow, Amoy, Swatow, Hongkong, Canton.

Y. KATADA, Manager.
N. F. CHANG, Sub-Manager

Hongkong & Shanghai Banking Corporation

Paid-up Capital $20,000,000

Reserve Funds:—
Sterling £4,500,000
Silver $23,500,000

Reserve Liability of Proprietors $20,000,000

Head Office: HONGKONG.
Court of Directors:
G. M. Dodwell, Esq. Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
D. G. M. Bernard, Esq.
A. M. Bowes Smith, Esq.
G. T. M. Edkins, Esq.
P. H. Holyoak, Esq.
Hon. Mr. E. V. D. Parr,
W. L. Pattenden, Esq.
H. P. White, Esq.
Chief Manager.
Hon. Mr. A. G. Stephen.

Branches and Agencies:

Amoy	Harbin	New York
Bangok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	S. Francisco
Canton	Kuala	Shanghai
Chefoo	Lumpur	Singapore
Colombo	London	Sourabaya
Dairen	Lyons	S Pateni
Foochow	Malacca	Tientsin
Haiphong	Manila	Tsingtao
Hamburg	Nagasaki	Vladivostock
Hankow	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12 The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	35,000,000
Reserve Fund	26,000,000
Capital Contributed by the Chinese Government	Kup. Tls. 3,500,000
Reserve Fund	1,750,000

Head Office:
Paris, 9 Rue Boudreau
London Office:
64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Paris: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Milan: Credito Italiano.
Rome: Banco di Roma.
New York: The Irving National Bank.
San Francisco: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA

Bombay	Harbin	Shanghai
Chanchun	Hongkong	Tientsin.
Chefoo	Manchouli	Urumtchi
Dairen	Kashgar	Vladivostock
Hailar	Newchwang	Yokohama
Hankow	Peking	Kobe

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars. Terms on application. Local Bills discounted.

Foreign Exchange on the principal cities of the world bought and sold.

SAFE DEPOSIT BOXES.

L. Jezierski,
Th. de Krzywoszewski,
P. Petithuguenin.
Managers for Branches in Asia.

Bank of Communications

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31, 1918.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China
Agencies abroad: Singapore Hongkong, Tokio (Japan).

SHANGHAI BRANCH,
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts, Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN, Manager.
T. S. WONG, Sub Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1.00 will be received.

Not more than $200 will be received during one month from any single Depositor.

Interest at the rate of 3.½ % per annum will be allowed upon the monthly minimum balance.

The maximum balance on which interest will be allowed is $5,000.00.

Deposits may be withdrawn on Demand. Accounts will be kept either in Dollars or Taels, Local Currency, at the option of the Depositor.

Depositors will be presented with Pass Books, in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

OFFICE HOURS: 10 a.m. to 3 p.m. Saturdays, 10 a.m. to noon.

The Bank Of Canton, Limited

Incorporated 1912.
Capital Authorised £1,200,000-0-0
Capital Paid-up ..£1,066,520-0-0
Reserve Fund H. K. $800,000.00

HEAD OFFICE:
No. 6 Des Voeux Road Central, Hongkong.

OFFICES:
Shanghai, New York, Canton and Bangkok.

SHANGHAI OFFICE:
No. 1 and 2 Ningpo Road.

AGENCIES:

Honolulu	San Francisco	Kobe
London	Sourabaya	Batavia
Manila	Singapore	Canada
Yokohama	Samarang	etc.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

WONG WEN-KUANG,
Manager.

The Chinese American Bank of Commerce

Authorized Capital
U. S. $10,000,000
Paid up Capital U.S. $ 5,000,000

HEAD OFFICE: PEKING

Branches:

HANKOW	SHANGHAI
MANILA	SHIHKIACHWANG
HARBIN	TIENTSIN
PEKING	TSINANFU

Corresponde its all over the World.

Every kind of banking business transacted.

SAVINGS DEPARTMENT

The Chinese American Bank of Commerce is prepared to open Savings Accounts in local $, Taels, G$, £, Frs and Yen on very favorable terms. Prospectus will be mailed on request.

SHANGHAI OFFICE:
11A Nanking Road
Telephone C. 5841, 5842, 5843
Telegraphic address: Sinambank

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital $2,500,000.00
Reserve Fund $300,000.00

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Manager's Office: Cen. 2656
General Office: Cen. 2613 & 2614
Branches
Hangchow, Hankow, Peking Tientsin, Mukden and Harbin.
FOREIGN CORRESPONDENTS
London, Paris, New York, San Francisco, Tokio, Yokohama, Kobe Osaka, Berlin and Hamburg.
Correspondents at the principal cities throughout China.
Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.
Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement
Domestic and Foreign Drafts purchased and sold.
Credit granted on approved securities.
Savings accounts 4% per annum.
Every description of banking business transacted.
Modern Safe Deposit Boxes For Rent.

Shih Chu Hsu, Manager.
Shu Chih Min, Sub-Manager.
Y. S. Tung, Sub-Manager.
K. Z. Tsoo, P. P. Manager.

International Banking Corporation

Capital ..... U.S. $5,000,000
Surplus and Undivided Profits ..... U.S. $10,458,137

Owned by the National City Bank of New York.

Head Office:
60 WALL STREET, NEW YORK
London Office: 36 Bishopsgate, E.C
Lyons Office: 27 Place Tolozan.

San Francisco Office:
232 Montgomery Street.

BRANCHES:

CHINA	PHILIPPINES
Shanghai	Manila
Peking	Cebu
Tientsin	SPAIN
Hankow	Barcelona
Harbin	Madrid
Hongkong	STRAITS
Canton	Singapore
INDIA	DOMINICA
Bombay	Santo Domingo
Calcutta	Sanchez
Rangoon	San Francisco
JAPAN	San Pedro
Yokohama	Santiago
Kobe	Puerto Plata
	Barahona
JAVA	La Vega
Batavia	PANAMA
Soerabaya	Panama
	Colon

We are also able to offer our Customers the services of the Branches of the National City Bank of New York in the principal countries of South America, Central America and in the West Indies.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current Accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. Gulland, Manager.
1A Kiukiang Road, Shanghai.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000.00
Paid-up Capital $12,279,800.00
Reserve Fund $2,443,700.00
Special Reserve Fund $3,584,600.00

Head Office: Peking.

Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, Berlin, New York, San Francisco, Tokio, Osaka and Yokohama.

SHANGHAI BRANCH
3 Hankow Road.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Sung Han-chang,
Manager.

Kincheng Banking Corporation
金城銀行

Sanctioned by Ministry of Finance and registered in Ministry of Agriculture and Commerce in accordance with Banking and Company Laws.

Authorised Capital ..$5,000,000
Paid-up Capital $5,000,000
Reserved Fun .....$ 600,00

Head Office: Tientsin.

Branches and Sub-Branches: Peking, Tientsin, Shanghai, Hankow, Nanking and Peng-pu.

Correspondents in all important places of the world.

President: Chow Tso Ming.
Manager, Shanghai Branch: S. Y. Tien.
Sub-Manager, Shanghai Branch. C. C. Woo.

Every description of Banking Business transacted.

Savings Accounts kept in Tientsin and Shanghai Offices.

Cable Address, "Kincheng" Shanghai.

Tel. Nos.
General Office: C. 3800
Manager's Office: C. 1350
Foreign Dept. C. 3440

Nederlandsche Handel Maatschappy

(Netherlands Trading Society)
Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 19,445,211 (about £1,620,434.)
Special Reserve: Guilders 22,660,000 (about £1,888,333)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM

Branches

Bandjermasin	Pekalongan
Bandoeng	Palembang
Bombay	Penang
Calcutta	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kobe	Soerakarta
Kota-Radja	Tebing-Tinggi
Langsa	Tegal
Makassar	Telok Betong
Medan	Tjilatjap
Padang	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Agent.

行 銀 亞 東

The Bank of East Asia Ltd.

SHANGHAI BRANCH
No. 10, Kiukiang Road.

Authorised Capital $10,000,000.00
Paid up Capital.. $.5,000,000.00
Reserved Fund .. $200,000.00
HEAD OFFICE: Hongkong.
BRANCHES: Canton, Saigon.
LONDON BANKERS: London Joint City and Midland Bank.

Correspondents in all principal cities of the world. All kinds of banking business transacted.

Interest allowed on current deposits and fixed deposits.

Loans granted on approved securities.

R. CHENG,
Manager.

The Chekiang Industrial Bank, Ltd

Established 1908

Capital $2,000,000.00
Reserve Fund $206,400.00
Undivided Profits .. $120,751.00

Head Office and Branches:
Hangchow, Shanghai, Haimon, Hankow, and Lanchi.
Domestic Agencies:
Throughout CHINA'S principal Cities.
Foreign Correspondents:
London, Paris, Rotterdam, New York, Chicago, San Francisco, Hamburg, Berlin, Tokyo, Kobe, Yokohama, Osaka, Hakodate. Seoul, Fusan and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.

Saving Accounts at 4% compound interest.

Every description of Banking and Exchange transacted.

LI MING, Manager
SHANGHAI BRANCH:
14 Hankow Road.
Tel. C. 7130, Manager's Office. C. 7121, 7122, 7123 and 7124, General Office.
Cable Address:
"CHINDUBANK" Shanghai.

Banque De L'Indo-Chine

	Francs.
Subscribed Capital	72,000,000.00
Paid-up Capital ..	68,400,000.00
Reserve Fund (1-6-20)	69,500,000.00

Head Offices:
No. 96 Boulevard Hanoomann. Paris.

Branches and Agencies:

Saigon	Pnom-Penh	Battambang
Haiphong	Hanoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mengtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	Yunnanfu

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts in taels and francs according to arrangement.

L. ARDAIN,
Manager.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1916
Head Office: TIENTSIN

Subscribed Capital $2,000,000.00
Paid-up Capital $1,500,000.00
Reserve Fund ..... $ 180,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinking	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Chengteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
		Cincinnati	

Shanghai Branch:

And also in other principal cities in foreign countries.
S 441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits in taels, dollars, and other currencies according to arrangement.

Credits granted on approved securities.

Y. B. Sun, Manager,
T. D. Zar, Sub-Manager.

The Shanghai Commercial & Savings Bank, Ltd.

Head Offices 9 Ningpo Road

Capital $2,500,000.00
Reserve $400,000.00

Every description of modern banking and exchange business transacted—Personal, National & International.

Branches and Agencies:
In principal cities throughout China
Foreign Correspondents.

London	New York	Yokohama
Paris	Chicago	Tokyo
Marseilles	Seattle	Osaka
Amsterdam	San Francisco	Manila
Berlin	Singapore	

Cable Address: "COMSAVBANK"

K. P. CHEN,
General Manager.

EQUITABLE
Eastern Banking Corporation

Capital ..... U. S. $2,000,000
Surplus and Undivided Profits .. .... U. S. $ 800,000

HEAD OFFICE:—No 37 Wall Street, New York
Members American Bankers' Association
CORRESPONDENTS:
The Equitable Trust Company of New York
NEW YORK LONDON PARIS
Mercantile Trust Co., San Francisco, Cal. The Northwestern National Bank of Portland, Ore. Citizens' National Bank, Los Angeles, Cal.

大通銀行

Shanghai Branch:
1 Kiukiang Road
Central 1164—Manager
Central 2012—General
Central 1140 (T.T. Dept.)

CURRENT AND FIXED DEPOSITS ACCEPTED
Interest rates on application
Telegraphic Transfers and Drafts bought and sold

JAS. J. ROGERS
E. C. FUNCK
Managers.

EXPRESS MONEY ORDERS
MAY BE CASHED ANYWHERE

For small remittances the most convenient for both remitter and payee. Telephone or send chit to

THE
AMERICAN EXPRESS COMPANY, Inc.

8 KIUKIANG ROAD CENTRAL 1977
BANKING DEPARTMENT

Payable at any American Express office in Europe, North and South America, The Near East and the Far East. Cashed by banks everywhere.

行 銀 盛 工

Head Office: HONGKONG. *Hankow Branch:* PANOFF BLDG.

The Industrial & Commercial Bank, Ltd.

51 KIANGSI ROAD

Every description of banking transacted. Correspondents in China and abroad.

Telegraphic Address: "KONGSHAN."

Tel. Nos. C. 3264 and 5816.

CHU KINHOW, Manager.
Shanghai Branch.

Commercial Bank of China

Head Office: SHANGHAI.

	Sh. Tls.
Subscribed Capital ...	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:—
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

THE SHANGHAI INDUSTRIAL BANKING CORPORATION

Head Office: SHANGHAI.
Branch: 17 & 18 Kiukiang Road
Capital $1,000,000
Paid-up ..... $ 250,000
Fixed Deposit Capital.. $ 500,000
Domestic Agencies
In principal commercial centers in China.
Foreign Correspondence
In all important places of the world.
General Banking, Business of every description transacted.
Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Savings Accounts at 5% compound interest.
Special Saving Accounts for Laborers.
ROBERT LEE, Gen. Manager.
K. L. SUNG, Manager.
S. Y. FONG, Sub-Manager.
Cable Address: "BANKSIBCO"
Tel. C. 6401, Manager's Office
C. 6415, Foreign Dept.
C. 6414, General Office.

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars. 4,800,000
Aut. Cap. Gold It. Lire 16,000,000
Paid up Capital ..Silver $1,200,000
Paid up Cap. Gold It. Lire 4,000,000
Reserves Silver $100,000
Head Office: Shanghai.
Branches:
Hankow, Peking, S'hai, Tientsin
Bankers:
Italy: Credito Italiano.
England: Credito Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Banque Francaise et Italienne pour l'Amerique du Sud Comptoir National d'Escompte de Paris Bansue Italo Belge.
United States: Credito Italiano, Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga
Switzerland: Banca Unione di Credito.
Banque Commerciale de le Baie Len & Co.'s Bank.
Banca Unione de Credito.
Belgium—Credit General Liegeois
Current, fixed and savings accounts carried in Taels, Dollars, Sterling, U.S. Gold, Italian Lire, Francs and other currencies, Terms on application.
General banking business transacted. Special facilities for Italian exchange.
Telegraphic Address: SINIT SHANGHAI, No. 16 Kiukiang Rd.
Tel. C. Nos. 5090 and 5091, Managers' Office Central 503).
E. MARMONT,
CHIN YU SHU,
General Managers.

Kinsmen Clash; Both In Hospital

Two cousins living in a Chinese lodging house at 331 Kiukiang Road engaged in a fight Friday night that ended when both were admitted to the Shantung Road hospital.

According to police reports one man attempted to rob the other and was caught and stabbed in the throat, leg and arm. The other was injured when he jumped out of the window. Both will recover.

Miners Demands Rejected By British Owners

(Reuter's Service)

London, Oct. 6.—At the meeting of the National Coal Board today the proposals of the miners to increase wages was rejected by the employers who declared that they themselves required relief. Representatives of the men decided to ask the Prime Minister to receive a deputation on the subject of assisting the workmen in securing a living wage.

French Warships Guard Steamers To Africa

(French Wireless through Reuter)

Paris, Oct. 6.—A relaxation in the tension in the seamen's strike is reported. Thirteen warships and five armed merchantmen are assuring communication between Marseilles and Africa. The Under-Secretary of State for the Merchant Marine has refused to consider a proposal for the calling of an arbitration commission, which could only withdraw from the seamen certain advantages, which they keep under the new decree.

American Rail Strike Is Setiled

(China Press Service)

Chicago Ill, Oct. 7.—B. M. Jewell secretary of the amalgamated Shop Crafts union dispatched a bulletin to local union heads calling off the strike stating that an agreement had been reached with the United Railroad Brotherhood. The shop craft union has more than 130,000 members employed by 83 railroads whose trackage totals more than 60,000 miles.

Financial And Commercial News

BENJAMIN AND POTTS SHARE LIST

Yesterday's Close

Stock	Closing Quotation
Banks	
H. K. and S. B..	890 B.
Chartered	£17½ B.
Russo-Asiatic —	Rs. 250
Marine Insurance	
Canton	H. 465 B.
North China	Tls. 138
Union of Canton	H.206 B.
Yangtsze	H. 22½ B.
Far Eastern Ins.	Tls. 21¼
Fire Insurance	
China Fire	H.$115½ B.
Hongkong Fire ..	H.$410 B.
Shipping	
Indo-China Def..	H.250 S.
Indo-China Pref.	H.$35½ B.
"Shell"	90/-
Shanghai Tug ord	69½ B.
S'hai Tug Pref..	Tls. 41 B.
Mining	
Kaiping	Tls. 20
Oriental Cons ..	15/-
Raub	H. $1 B.
Docks	
Hongkong Dock.	H.$172 B.
Shanghai Dock .	Tls. 95 B.
New Eng. Works	Tls. 8¼ B.
„ Pref. ..	Tls. 4.90 B.
Wharves	
Shanghai Wharf	Tls. 157½ B.
Hongkong Wharf	H.$159½ B.
Lands and Hotels	
S'hai Hotel, Ltd.	$40 B.
China Realty ord.	Tls. 50
China Realty Pref.	Tls. 50
A.-French Land .	Tls. 92 B.
Shanghai Land .	Tls. 93 B.
Cotton Mills	
E-wo (ord.) ...	Tls. 11.90 B.
E-wo (pref.) ...	Tls. 105
Laou-kung-mow .	Tls. 23
Oriental	Tls. 6¾ B.
Shanghai Cotton.	Tls. 100 B.
Industrials	
Butler Tiles	Tls. 35
China Sugar	H.$155
Green Island ...	H.$21¾ B.
Langkats	Tls. 8
Major Bros. ...	Tls. 5
S'hai Sumatra ...	Tls. 52½
Stores	
Hall and Holtz..	$5 B.
Llewelyn	$97½
Lane Crawford .	$94 B.
Moutrie	$45 B.
Watson	H.11.60 B.
Weeks	$15 Sa.
Rubbers (local)	
Alma	Tls. 0.60 B.
Amherst	Tls. 0.10
Anglo-Java ...	Tls. 2¾ B.
Anglo-Dutch ..	Tls. 0.80
Ayer Tawah ...	Tls. 11½
Batu Anam 1918	Tls. 0.32½
Bute	Tls. 0.32½
Bukit Toh Alang	Tls. 1
Chemor United..	Tls. 0.25 B.
Chempedak ...	Tls. 2
Cheng	Tls. 1
Consolidated ..	Tls. 0.60 B.
Dominion	Tls. 0.50 D.
Gula Kalumpong.	Tls. 4¾ B.
Java Consolidated	Tls. 3 B.
Kapayang	Tls. 6
Karan	Tls. 3
Kedah	Tls. 1
Kota Bahroe ...	Tls. 0.60
Kroewoek Java .	Tls. 3 B.
Padang	Tls. 3
Pengkalan Durian	Tls. 1
Permata	Tls. 0.50
Repah	Tls. 0.25
Samagagas	Tls. 0.30
Seekees	Tls. 50 cts.
Semambu	Tls. 0.40 B.
Senawang	Tls. 0.60
S'hai Klebang ..	Tls. 0.35
Shanghai Malay.	Tls. 1
S'hai Malay pref.	Tls. 2½ B.
Shanghai Pahang	Tls. 0.55
Sungala	Tls. 25 cts.
Sungei Duri ...	Tls. 4¼
Sua Manggis ..	Tls. 0.50 B.
S'hai Seremban ..	Tls. 0.40
Taiping	Tls. 0.15
Tanah Merah ..	Tls. 0.20 B.
Tebong	Tls. 0.80
Ziangbes	Tls. 0.75 B.
Miscellaneous	
C. I. & E. Lumber	Tls. 323
Cuity Dairy ...	Tls. 10 B.
Shanghai Trams.	Tls. 110 B.
Shanghai Gas ..	Tls. 25 B.
Horse Bazaar ..	Tls. 50
S'hai Mercury ..	Tls. 20 B.
S'hai Telephone.	Tls. 71
S'hai Waterworks.	Tls. 145 B.

B. Sellers, Sa. Sales, B. Buyers.

Benjamin and Potts, 8 Jinkee Rd. Telephone No. Central 398

Stock Exchange

Transactions

TODAY'S QUOTATIONS
Shanghai, October 7, 1922
OFFICIAL BUSINESS
Shanghai Waterworks Tls. 145.00
Oriental Cotton Tls. 7.20
Ewo Mills Tls. 12.00

The Small Investors' Co.

Shanghai, October 7, 1922
BUSINESS REPORTED
Shanghai Wharves Tls. 160.00
Anglo-Javas Tls. 3.00
Ewo Cottons Tls. 12.00
Orientals Tls. 7.00
New Engineering Pref. Tls. 5.00

Money Exchange

Shanghai, October 7, 1922

Market 72.2125
Native Interest 05
Mexican Dollars
Shanghai Gold Bars 978
Turch 307½
Copper Cash 248.500
Bar Silver 35/8
Bar London rate
Paris on London 58¼
New York on London.. 441⅛

Banks Opening Selling Rates

London
Telegraphic Transfer 3s. 5½d.
Demand ..... 3s. 5⅝d.
New York
Telegraphic Transfer ... 76½
Demand 76¾

OPENING RATES
October 7, 1922
Bar Silver Spot 35 3-16—3/5 9-16
Bar Silver Forward ...35 1-16
Mex. Dollars 72.2125
Native Interest 05

Hongkong and Shanghai Bank
Opening quotations 9:30 a.m.

BANKS' SELLING RATES

London (T.T.)	3/5½
London (Demand)	3/5⅝
London 4 m-s	3/5¾
India (T.T.)	285
France (T.T.)	1005
America (T.T.)	76½
Hongkong (T.T.)	75
Japan (T.T.)	63
Batavia (T.T.)	201½
Straits (T.T.)	67¾

BANKS BUYING RATE

London m-s Credits..	3/8
London 4 m-s Docts ..	3/8¼
London 6 m-s Credits..	3/8½
London 6 m-s Docts ..	
France 4 m-s	1055
America 4 m-s L/c	80½
Docs	81

Gold Dollars: Bank Buying Rates
@ 76¾ = Tls. 130.29
@ exch. 72.4 = Mex. $180.65
Sovereign Bank Buying Rate
@ 3s. 5¾d. = Tls. 5.75
@ exch. 72.4 = Mex. $7.94

CUSTOMS HOUSE EXCHANGE RATES FOR OCTOBER

Hk. Tls. 5.19	@ 3s. 5½d.	£1
„ 1.17	@ 76⅝	Gold $1
„ 1	@ 998	Fr. 11.12
„ 1	@ —	Marks —
„ 1	@ 63	Yen 1.77
„ 1	@ 265½	Rupees 2.96
„ 1	@ —	Roubles —
„ 1	@ 1.50	Mex. $1.50
„ 1	@ 17.65	Ital. Lira 19.66

International Banking Corporation

CLOSING COUNTER RATES

Demand selling on America	76
Demand buying on America	76¾
Demand selling on London	3s. 5⅛d.
Demand buying on London	3s. 5⅜d.

ROUBLE EXCHANGE

BANK'S BUYING RATE
Roubles 360,000 .....Tls. 100
Roubles 100 .....Mex. $0.04

LIRA EXCHANGE

Bank's Selling Rates
It. Lire 17.60 = 1 Tael
Swiss Frs. 3.97½ = 1 Tael
Marks 1500 = 1 Tael
Equivalent Foreign Quotations
It. Lire 102.85 = 1 Pound Sterling
It. Lire 23.29 = 1 U. S Dollar
It. Lire 176.95 = 100 Fr. Francs

PARIS-LONDON RATE
(French Wireless through Reuter's)

Paris, Oct. 6.—The Paris-London cross-rate is quoted today at: £1—58.13½ Francs.

Shanghai Sharebrokers Association

Business Done

Shanghai, October 7, 1922
UNOFFICIAL
S. M. C. 7% Debs. 1922
Tls. 101.00

Commercial Analyses

THE CHINA INDUSTRIAL LABORATORY
8 Siking Road, Shanghai

Exchange Fluctuations

Asia Banking Corporation

October 7, 1922

Spot bar silver was down 1-16d and forward ⅛d in London yesterday.

The New York price declined to 69¼ cents and the London-New York cross rate to 441⅜. At the opening our official quotations were unchanged from yesterday and the market was inclined to be weak.

The Sterling rate was subsequently dropped to 3-5¼, the Gold Dollar rate to 76, the Yen rate raised to 63½ and the other rates changed accordingly.

After the change in rates the market still remained easy and closed with sellers of Sterling at 3-5⅜ October-November and 3-5 7-16 December-January delivery.

There were sellers of Gold Dollars at 76⅛ October, 76¼ November and 76⅝ December-January delivery.

There were sellers of Yen at 63¼ and buyers at 63⅛.

Banks were quoting 3-6¼ for Sterling bills, 77¾ for Gold Dollar bills and 1030 for Franc bills.

India again sold a small amount of silver in London yesterday and the market is reported as easy.

New York report their market as steady.

Silk Market

In their weekly report on the silk market, Messrs. William Little and Company write as follows:

Our last report was dated September 29.

White Silk.—The market has ruled firm at higher rates. Business effected is chiefly for America.

Tsatlee New Style.—Gold and Silver Eagle and Bell Ex. 1, 2, Tls. 1,130 av. M. H. Y. Blue Dragon and Feima Ex. 1, 2, Tls. 1,115 av. Gold Dollar and Fountain Ex. 1, 2, Tls. 1,115 av. Ostrich Ex. 1, Tls. 1,027½ av. Double Volcano Ex. 1, Tls. 1,020-30 av.

Steam Filatures.—Interest has been shown and prices paid show some Tls. 30 advance.

Tussah Filatures 8 coc.—A small business has been done at advancing rates. Best grades Tls. 750-80 av. Cables from Japan advance the price of Shinshui No. 1 to Yen 2,080 with a steady market.

EXPORT FROM SHANGHAI

From June 1 to date, 8,549 bales white and 6,234 bales yellow silk.

To London, 1,009 bales.

To France, 2,189 bales white and 649 bales yellow silk.

To Italy and Switzerland, 138 bales white and 10 bales yellow silk.

To America, 4,268 bales.

To India and Levant, 954 bales white and 5,282 bales yellow silk.

To Coast ports and Russia, 284 bales.

Steam Filatures to Europe, etc., 7,795 bales and America, 4,795 bales.

Yellow Steam, 1,420 bales.

Wild silk to Europe, etc., 653 bales and America 311 bales.

SETTLEMENTS

	piculs.
Settlements for Europe, &c., White Silk	4,500
Settlements for Europe, &c., Yellow Silk	6,500
Settlements for America, White Silk	5,500
Stock in Shanghai, White Silk	200
Yellow Silk	2,300
Visible Supply for season to date	19,000
Stock in Shanghai, Wild Silk	none

The China Mutual Life Insurance Co., Ltd.

Registered in England and Hongkong.

A BRITISH COMPANY with a complete organisation throughout Asia, and Assets exceeding.

TAELS TEN MILLIONS

HEAD OFFICE
10 Canton Road. Shanghai

Rubber Outputs

	Aug.	Sept.
Alma	20,000	
Anglo-Dutch	60,000	50,000
Anglo-Java	56,000	73,000
Ayer Tawah	34,080	31,867
Batu Anam	21,000	21,403
Bukit Toh Along	28,212	
Bute	19,700	22,600
Chempedak	13,000	13,660
Chemor United	32,712	34,081
Cheng	13,604	13,433
Consolidated	61,882	57,407
Dominion	30,514	31,836
Gula Kalumpong	100,000	100,000
Java Consolidated	15,400	56,800
Kapayang	15,547	18,478
Karan	9,283	9,351
Kota Bahroe	32,073	33,532
Kroewoek	—	35,000
Langkat	87,266	89,223
New Amherst	—	*4,156
Padang	—	—
Permata	9,653	
Repah	—	—
Samagaga	37,000	32,120
Semambu	16,500	13,069
Senawang	24,400	23,200
See Kee	15,021	15,913
Shanghai-Seremban	16,308	15,468
Shanghai Kedah	23,692	19,137
Shanghai Kelantan	21,200	19,300
Shanghai-Malay	32,519	35,630
Shanghai-Pahang	21,680	18,414
Shanghai-Klebang	11,943	
Shanghai-Sumatra	67,774	63,965
Sua Manggis	17,000	16,800
Sungala	15,159	
Sungei Duri	34,340	30,719
Taiping	9,039	
Tebong	59,000	55,500
Tenah Merah	43,080	42,400
Ziangbe	21,500	48,600

*Tapping 16 days.

Exchange Market

In their weekly report on the share market, Messrs. J. P. Asset and Company write as follows:

Business in the local share market continues unchanged and quotations generally have remained steady calling for no special comments.

London market showed a tendency towards easier prices early this week but latest quotations to hand by cable indicates a better tone and are as follows:

Chinese Govt. 5% Reorg. Gold Loan 1913—British Issue £74.10.0 buyers

Chinese Govt. 5% Reorg. Gold Loan 1913—French Issue £70.10.0 buyers.

Chinese Engineering & Mining Co., Ltd., "Bearer" £3.5.0 buyers.

Shanghai Electric Construction Co., Ltd., "B" £19.0.0 buyers.

Chinese Govt. 5% Reorg. Gold Loan 1913—British Issue £76.10.0 sellers.

Chinese Govt. 5% Reorg. Gold Loan 1913—French Issue £72.10.0 sellers.

Chinese Engineering & Mining Co., Ltd., "Bearer" £3.10.0 sellers.

KINGMAN & BROS.

Will perform all kinds of dental operation on modern scientific principles, and supply:

Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All work is guaranteed to entire satisfaction.

TEL. CENTRAL 515.
40 Szechuen Road, Shanghai.

Fire In Peking Destroys 20 Shops

(China Press Service)

Peking, Oct. 4.—The fire which partly gutted the Tung An Shih Chang last night at eleven o'clock s the fourth disastrous one which it has suffered since it was established. The section destroyed this time was part of the old buildings running from the shops just a little to the South of North entrance on Jing Yu Hutung to the cross aisle running east and west.

In all twenty shops were completely burned down, not even the walls remaining. The roof over the market collapsed for a distance of a hundred and fifty feet. This morning the damage was estimated to be within fifty thousand dollars, most of which was covered by insurance.

The last fire which practically destroyed the whole market and was much worse than this one, occurred late in 1920 and it took until this spring to get the new shops up. In fact, one or two of these new ones were burned again just after the occupants had gotten their business running. One of the former destructions was due to the looting of soldiers during the revolution.

Motorship's Repair Bill For Year $100

(China Press Service)

Washington, Oct. 6.—The Shipping Board motorship, William Penn, is believed to have made a record for economical operation, it was announced today. She is a 12,000 ton vessel and her expenditures were less than $100 on all repairs for the year. The vessel covered 44,781 knots during the year.

HENRY

THE TAILOR
"Clothes that Fit"
All measurements taken by Experienced Hands.

EXPERIENCED MEN

Who have learned the tailoring business in Europe and America are at your service to give you the best CUT, STYLE and FIT.

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Don't Miss Your Opportunity!
GREAT REDUCTION SALE
ON
All kinds of Cross-stitch, Lace, Embroideries, Beads, Cloisonne, Underwear, etc, etc.
ONE PRICE LACE CO.
163 Broadway.
(Near Savoy Hotel)

SHANGHAI WATCH & CLOCK CO.
71 Nanking Road.

We have in stock all descriptions of Clocks and Watches.
Genuine goods and moderate prices
Cash Sale 20% discount
TELEPHONE C. 6196

Sugarie! Sugarie! Sugarie!
(AMERICAN SODA FOUNTAIN)
ICE CREAM
Sundaes, Cones, Tea, Coffee, Cakes, Chocolate, Candies, etc.
SUGARIE
58 North Szechuen Road 'Phone North 2988

Dealer in Diamonds Pearls and other Precious Stones
Anatol M. Josepho
Buyer of All Kinds of Jewelry and Stones at highest prices
5 Jinkee Rd.—Phone C. 6270

NOTICE

Our New Cake and Pastry Bakery having now arrived in Shanghai we are now turning out together with our usual goods a class of cake and pastry of very superior Quality and appearance made with Fresh Dairy Butter and the Best of Imported Ingredients, and as no Substitutes of any Kind are used, Patrons can be assured of a really superior and wholesome article.

A fresh made lot of chocolates (Assorted) of First Quality can now be obtained at our Shops, and at a Reasonable Price.

THE SCOTCH BAKERY
W. M. Cameron,
Manager.

Oriental Furnishing Company

Specialists in up-to-date and high class Furniture and Interior Decoration. All goods purchased from us leaves the shop with an indisputable guarantee for quality and durability and at prices that defy competition.

Our expert will be pleased to call and quote you for anything in the way of furniture.

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(Opposite Jinkee Road).

GREAT CHEAP SALE
September 20th—October 20th
on
ALL KINDS OF BOOKS
MAGAZINES AND NOVELS
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111 Szechuen Road, Shanghai. Tel. C. 3819

It's the same old place, the same old number, but..... see how different it looks!

The contractor has been busy. Thank the stars, he's finished at last! And now, we are overjoyed to announce that we have reconstructed our store so as to make it:—

1) A pleasanter spot for you to visit.
2) Easier to make your selection from the great variety of dainty, distinctive delicacies that we import from many parts of the world for your delectation.
3) More convenient to improve our service at the store as well as our daily deliveries.

We thank you!

L. SHAININ & Co.
The Home of Delicacies
190 SZECHUEN ROAD
PHONE C. 4180

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A copy will be yours for the asking.

A STRICTLY FIRST-CLASS HOTEL
SAVOY HOTEL
MODERATE RATES
A SATISFACTORY HOME WITH EXCELLENT SERVICE AND SUPERIOR CUISINE
SPECIAL RATES FOR MONTHLY GUESTS

CAPITAL $4,000,000 SURPLUS $2,000,000
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an American Institution
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SHANGHAI
Current, Savings Accounts and Fixed Deposits in U. S. Gold, Sterling, Francs, Taels and Local Currency.
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Commercial and Travelers Letters of Credit.
Telegraphic Transfers to All Parts of The World.
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Through Our Correspondents in All Parts of The World we are qualified to render an International Banking Service that is Economical, Accurate and Prompt.
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SIBER, HEGNER & Co.
Glen Line Building

Million Dollars Given To Swatow Flood Sufferers

(Chung Mei Service)

Peking, Oct. 4.—According to a statement given out by the China Central Committee of the American Red Cross at Shanghai, the various local Chapters of the American Red Cross in China have raised a sum of $12,515.55 for relief work among the sufferers of the Swatow Typhoon disaster. The amounts raised by each Chapter are given as follows:

Amoy Chapter	Mex.	$4,770.00
Foochow Chapter ..	,,	3,400.00
Hongkong Chapter..	,,	633.40
Peking Chapter	,,	250.00
Szechuan Chapter ..	,,	200.00
Hangchow Chapter ..	,,	50.00
China Central Committee	,,	3,212.15
		$12,515.55

In addition to this, the National Headquarters of the American Red Cross at Washington has appropriated Gold $10,000 for this purpose, making a rough total of Mexican $32,000 given through the American Red Cross. All told, it is reported that a total of nearly $1,000,000 Mexican has been contributed from various sources in China and the Far East for the relief of the Swatow victims. As this sum is considered adequate to meet the demands made upon it, the local Chapters of the Red Cross have been instructed to make no further appeals for funds on this score.

The work of the American Red Cross at Swatow is being carried on under the able direction of its Chairman, Mr. Lester L. Schnare, American Consul at Swatow. Mr. Schnare has been commended for his unstinted devotion of time both officially and personally to this cause and for the excellent work that has been done by those under his leadership.

Reports from Swatow to the Central Committee indicate that the danger of an epidemic have disappeared and that all relief organisations in the field have turned to reconstruction problems as being the wisest method of rendering necessary relief to the destitute and homeless.

In this connection a quotation from a letter sent by Mr. Schnare explains that "Some funds have been appropriated for medicines and hospital equipment; cloth has been purchased for the making of clothing under the supervision of a capable director; and mats for shelter have been ordered in Foochow and Amoy and are now being constructed. It is the opinion of the officials that the reconstruction of dykes is of first importance; the reconstruction of houses second, and the making of clothing and bedding third. There will probably be no need for any considerable further distribution of food, providing the fall harvest is not destroyed through the broken dykes by the high tides during the latter part of this month. To avert such a calamity, work on the dykes is being pushed as rapidly as possible."

Mr. Schnare further writes, "With respect to the need for clothing, which will not be urgent until the winter sets in, you will be interested in learning that foreign style garments can be used by the Chinese for making over into Chinese garments. Old clothing, not too badly worn, is, therefore, acceptable to the poor people, many of whom lost practically every garment they owned in the flood. Groups of women workers have been organised in Swatow and Kakchieh (across the river from Swatow) to make over old garments as well as to make new ones out of cloth purchased by the survivors, I am told by the Magistrate, are men; but groups of women can be gathered in other villages to make garments for the male survivors of villages the women of which perished.

AT THE

APOLLO THEATRE

Monday and Tuesday, October 9th and 10th

DID WEATHERBURN WED FOR LOVE?

He thought he did, because she seemed "the one girl in his life." But if man is really in love, does he let his bride's lack of education annoy him? Does he resent the absense of polish and some of the social graces?

WEATHERBURN DID ALL THIS.

And she wisely left him. Be sure and see the charming star

MARY MILES MINTER and MILTON SILLS

in a wonderful romance entitled:

"SWEET LAVENDER"

from the play by

SIR ARTHUR WING PINERO

A heart stirring adventure—A comedy of youth and Love

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MATINEE TODAY AT 3 P.M.

The Joyful star

BEBE DANIELS

in her most joyful role in a delightful comedy

"THE MARCH HARE"

Only one laugh in this picture from start to finish

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Monday, Tuesday and Wednesday
October 9th, 10th and 11th.

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"THE VEILED MYSTERY"

15 EPISODES 15

"The Veiled Mystery" is a serial of countless surprises—a sensational, swift-moving story that hits "on high" at the start and continues to add more notches to its speed all the way to the last chapter.

Note: For the interest of those who were unable to see the first two episodes last time we have arranged to exhibit episodes 1 and 2 together with episodes 3 and 4 thus making a total of 4 reels at but one admission price.

Admission Prices: $1.00, 60 cts., 40 cts.
Time At 7 p.m., 9.15 p.m. Matinees at 3 p.m.

Special Matinee To-day 2 p.m.

"THE FOUR HORSEMEN OF THE APOCALYPSE"

TO-NIGHT At 7 and 9.15

HOBART BOSWORTH

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"WHITE HANDS"

A drama of white heat passion, 6 parts

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ROBERT WARWICK

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Adapted from "CAPTAIN DIEPPE," the Famous Novel by ANTHONY HOPE

A Story of love and the secret service, with a soldier of fortune playing a winning game.

An old ancestral castle. Man and wife living in separate wings A mysterious visitor. An exchange of clothes. A mistaken identity—and one of the strangest tangles you ever imagined!

See the rousing battle in the Italian Foreign Office. See the great storm scenes. See Robert Warwick in a daredevil role that sizzles with thrills.

Matinee Today, October 8th at 3 p.m. Showing

"THE FOLKS FROM WAY DOWN EAST"

A Master Picture From a Famous Classic — The Prize Picture of the Year

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with

JEAN PAIGE

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The story of the most famous horse in all literature, faithfully told. Spectacular fire scenes, thrilling race of horse and train. Stirring storm in which bridge is swept away.

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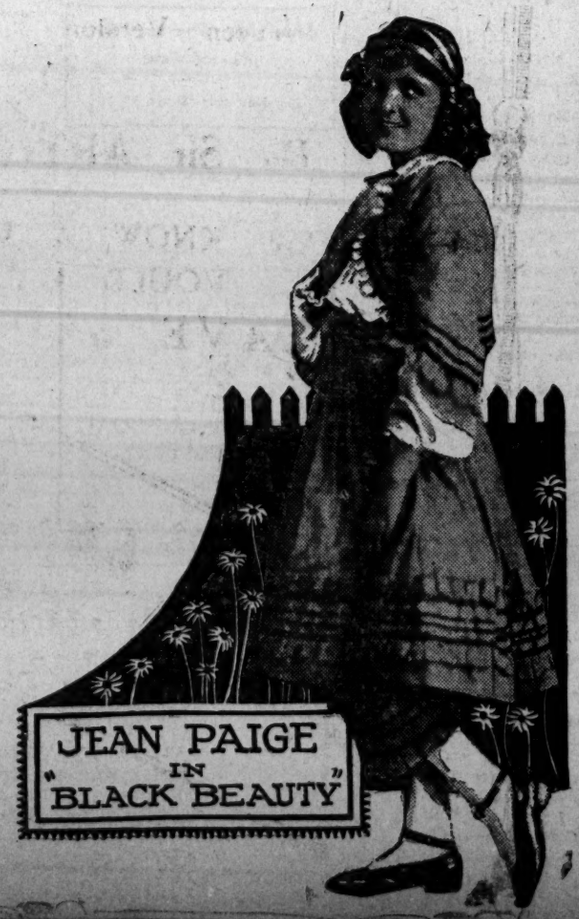
THE WHOLE FAMILY WILL ENJOY THIS PICTURE IT HAS STRONG APPEAL FOR YOUNG AND OLD.



AT THE

Commencing Thursday
October 12th
For Four Days

ISIS THEATRE

Putnam Weale Blames Location For Failure Of Changchun Conference

(Reuter's Pacific Service)

Peking, Oct. 4.—Mr. Lenox Simpson, of the President's Office, who acted as official observer during the Changchun Conference, returned to Peking today from Mukden where he had remained several days in order to confer with General Chang Tso-lin, regarding the Manchurian-Maritime Province frontier, which is likely to be the scene of heavy fighting after the Japanese evacuation (October 31). General Chang Tso-lin declared that full precautions would be taken, the frontier guard being raised to at least 10,000 men with absolute instructions to disarm and intern all units that cross into Chinese territory. Whether the White forces in the Maritime Province now concentrating around Grodekovo will really put up a stout resistance seems uncertain, although a general mobilisation against the advancing Reds has been ordered. The concensus of opinion is that the Red division will crush all resistance within a month.

Regarding the Changchun Conference Mr. Simpson stated that in his opinion the breakdown was due more to the poor choice of locality than to any other cause. He believed that had the meeting been staged in Tokio instead of a Manchurian railway town there would have been very different results for the gulf between the Japanese and the Russians was more apparent than real. The Tokio Government had absolutely no intention to make another Shantung of Saghalien. It needed, however, the flexibility that every Government possesses at its headquarters to adjust smoothly a point of honor such as the Nicolaevsk affair. The Japanese Delegates had very definite instructions and could not make a volte face in such an environment as Changchun. Immediately Saghalien and Nicolaevsk were mentioned the conference was doomed.

It is worthy of note, in view of the imminence of Russo-Chinese negotiations, that from the outset the Japanese Delegation was puzzled by the methods of Mr. Joffe, who is a remarkable man. Having studied under Freud in Vienna he has brought the Freudian psycho-analytic technique to a high pitch of efficiency in diplomatic handlings, his method being such that he possesses an evitable superiority over less well trained opponents. That the Far Eastern Republic was merely invented by Soviet Russia as an experimental station to see how far it was possible to swing to the right in the matter of property, private contracts and universal suffrage without reintegrating the old Capitalistic State was brilliantly dealt with in the initial clash over the subject of full powers which Mr. Joffe possessed for both Governments when he laid down it as fundamental that the preamble of any, and every agreement must contain the name of Soviet Russia—and won his point—he had created a new situation.

All attempts of the Japanese Delegation when the discussion turned to the Dairen Draft Agreement to limit the applicability of its clauses to Far Eastern were nullified because as in such matters as propaganda and enemy action and territorial waters (fishery matters) he was able to show that no true reciprocity could be established, if zones such as Kamschatka, which is part of Soviet Russia, or the Baikal lake region were excluded. In a sharp duel over the Vladivostok fortifications, one of the strongest positions in the world, when the Japanese Delegation declared that they constituted a menace and should be levelled Mr. Joffe retorted "How can stationery objects distanced several hundreds miles from Japan constitute a menace? Warships are a menace; not forts." The subject was then shelved but not dropped.

From that moment it became plain that military considerations were bulking largely. The second agreement, to be entered into after the preliminary Far Eastern Agreement, was plainly impossible in the opinion of Mr. Joffe unless Saghalin, which forms part of the Far Eastern Republic's territory, was fully covered by a definite evacuation date. Therefore, before the examination of the Dairen Draft was completed he asked for that date. Whereupon the Japanese Delegation rejoined that that was entirely dependent upon a full and satisfactory liquidation of Nicolaevsk which brought the Conference to an abrupt end.

There are several morals in connection with this curious conference. The chief appears to be the inadequate realisation in the Far East of the fact that Communist pressure has virtually disappeared and that a new concessionary and nationalist Russia has taken the vacated place.

Great enthusiasum prevails among Russians over Mr. Joffe's stand in the mattter of Saghalin. The recent events in the Near East are bound to have an equally important repercussion. It will not be possible to secure greater succes for the Russo-Chinese negotiations than was recorded in the Japanese negotiations, in the opinion of the Observer, unless the general position of world politics is taken into closer consideration.

Big Forest Tract To Be Opened In U. S.

(Reuter's Service)

Washington, Sept. 9.—The first unit of a large tract of untouched pine, opened for logging under a recent order of the Government Forest Service, will give 770,000,000 feet of western and western yellow pine to the lumber industry, according to a statement of the National Lumber Manufacturers' Association.

According to the plan of the Forest Service, part of the Malheur national forest in Oregon will be opened for logging, each unit to be an operation covering 20 years. By reforestation the Government Service plan a continuous logging plan, the first unit being ready for second logging operations by the time the last unit has been cleared the first time. The opening of the Malheur forest to lumbering means that more than 7,000,000,000 feet of timber in the entire forest will be placed on the lumber market over a long period of years. This also will open for settlement an agricultural country with an area of 10,000 square miles, about twice that of Massachusetts.

STRIKE CONTINUES

(Reuter's Service)

Calcutta, Oct. 6.—It is reported from Jamshedpur that the strike at the Tata Steel Works continues. At present there is no prospect of a settlement. Nine thousand employees have returned to work and one blast furnace is again operating. Work in the other departments is being resumed.

AT THE

APOLLO THEATRE

Tonight! Tonight! at 9.15 p.m.

GRAND CONCERT

will be given by the noted Basso Contanto

Mr. W. LUKANIN

A phenomenal voice with a sympathetic timber.
A great success everywhere.

The Famous Dance artists

Miss HELEN COOK and Mr. CHERPINO

Formerly of the Russian Opera Company, will appear in a series of classical dances. A Highly entertaining programme.

Accompanied by pianist M. LITTER.

Advance booking at Robinson's

ADMISSION: $1.00, $2.00 and $3.00

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Dinner Dance Every Night

The New Management has been to a good many preparations and innovations to make the cuisine, the music and dance floor second to none in Shanghai.

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AT THE **APOLLO THEATRE** COMMENCING WEDNESDAY OCTOBER 11th

Presenting The Goddess of Emotion

PAULINE FREDERICK

In a story which bares the tremendous struggle of a woman's soul, when she chooses between selling herself for a life of luxury and handling the pots and pans in the log hut of the man see loves.

A Screen Version From The Greatest Stage Success

"IRIS"

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DO YOU KNOW A WOMAN YOU WOULD CALL

A SLAVE of VANITY—

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"A SLAVE OF VANITY"

A STORY OF THE BURDEN OF RICHES

A Super-Special of the First Magnitude!

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"IRIS"

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SEE

PAULINE FREDERICK as

a beautiful woman, carried by her love of luxury to the brink of ruin, who battles for simpler, happier days through scenes of tremendous force—scenes which give the screen a new Frederick rising glorious above her achievements of the past —

THE MOST LUXURIOUS PHOTOPLAY YOU HAVE EVER SEEN

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Vessels Loading

For River Ports

HANKOW & PORTS—The Str. KIANGTEEN, Capt. Johannesen, will leave on Sunday, Oct. 8, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. KIANGYU, Capt. McIlwain, will leave on Monday, October 9, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. WOSANG, 1,783 Tons, Captain King, will sail for the above-mentioned ports from Old Ningpo Wharf on Monday, October 9, at about midnight. For Freight apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extension to Freight Department.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. TUCKWO, 3,770 Tons, Captain Campbell, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, October 10, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions to Freight and Passage Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. SUIWO, 2,671 Tons, Captain Jackson, will sail for the above-mentioned ports from Hunt's Wharf on Wednesday, October 11, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions to Freight and Passage Departments.

HANKOW AND PORTS.—The Indo-China S.N. Co.'s LOONGWO, 3,925 tons, Capt. Holmwood, will sail for the above-mentioned ports from Hunt's Wharf on Friday, Oct. 13, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone: Cen. 241 Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. LUENHO, 2,868 Tons, Captain Woodget, will sail for the above-mentioned ports from Hunt's Wharf on Saturday, October 14, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. KUNGWO, 4,635 Tons, Captain Gibb, will sail for the above-mentioned ports from Hunt's Wharf on Monday, October 16, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone: C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. KUTWO, 2,664 Tons, Captain Christie, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, October 17, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions to Freight and Passage Departments.

For Southern Ports

NINGPO.—The steamer HSIN KIANGTEEN, Captain Randbye, will leave on Tuesday, Oct. 10, at 4:30 p.m. For Freight or Passage, apply to C.M.S.N. Co.

HONGKONG & CANTON.—The Str. TAISHUN, Captain Taylor, will leave on Tuesday morning, Oct. 10. For Freight or Passage, apply to C.M.S.N. Co.

For Northern Ports

TIENTSIN DIRECT.—The Str. HSINFUNG, Capt. Murphy, will leave on Sunday morning, October 8. For Freight or Passage, apply to C.M.S.N. Co.

TIENTSIN DIRECT.—The Str. TUNGWAH, Captain Baines, will leave on Tuesday morning, October 10. For Freight or Passage, apply to C.M.S.N. Co.

VLADIVOSTOK DIRECT.—The steamer SHINLEE, Captain Kozloff, will be despatched for the above port on October 11. For Freight and or Passage, apply to S. HEIMANN & Co., 19A Canton Road, Tel. C. 1604.

TIENTSIN Direct—The Kailan Mining Administration, will despatch the steamer KWANGPING, on October 12, 1922. For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel. C. 317.

For Foreign Ports

SAN FRANCISCO via NAGASAKI, INLAND SEA, KOBE, YOKOHAMA & HONOLULU.—The s.s. TENYO MARU, 22,000 Tons, Captain A. Totaka, will be despatched on Sunday, October 8, at 5 p.m. Tender conveying passengers and mails will leave Customs jetty at 5 p.m. For passage apply to TOYO KISEN KAISHA, No. 71 Szechuen Road, Shanghai. Tel. N. 8229-3230.

Shipping Items

YANGTSZE PORTS

The C.M. s.s. Kiangyu left Hankow on Thursday and is due in Shanghai this morning.

The I-C. s.s. Tuckwo left Hankow on Thursday and is due in Shanghai this morning.

The C.N. s.s. Luenyi left Hankow on Thursday and is due in Shanghai this morning.

The C.M. s.s. Kiangfoo left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.N. s.s. Wuchang left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.M. s.s. Kiangsin left Hankow yesterday and is due in Shanghai on Tuesday.

The I-C. s.s. Suiwo left Hankow yesterday and is due in Shanghai on Tuesday.

The C.N. s.s. Ngankin will leave Hankow today and is due in Shanghai on Wednesday.

The C.M. s.s. Kiangwah will leave Hankow tomorrow and is due in Shanghai on Thursday.

The I-C. s.s. Loongwo will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.N. s.s. Shengking will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.M. s.s. Kiangyung will leave Hankow on Tuesday and is due in Shanghai on Friday.

The I-C. s.s. Luenho will leave Hankow on Tuesday and is due in Shanghai on Friday.

The C.N. s.s. Whangpu will leave Hankow on Tuesday and is due in Shanghai on Friday.

SOUTHERN PORTS

The C.N. s.s. Suiyang left Hongkong on Thursday and is due in Shanghai tomorrow.

The C.M. s.s. Haean left Foochow yesterday and is due in Shanghai tomorrow.

The C.N. s.s. Sinkiang left Hongkong yesterday and is due in Shanghai on Wednesday.

The C.N. s.s. Luchow will leave Hongkong today and is due in Shanghai on Thursday.

The C.M. s.s. Irene left Swatow for Amoy and Shanghai on Thursday.

NORTHERN PORTS

The C.N. s.s. Shuntien left Tientsin on Thursday and is due in Shanghai by way of Chefoo and Weihaiwei today.

The C.N. s.s. Liangchow left Tsingtao on Friday and is due in Shanghai today.

The C.N. s.s. Fengtien will leave Tientsin today and is due in Shanghai via Chefoo and Weihaiwei on Wednesday.

The D.K.K. s.s. Saikio Maru arrived in Shanghai from Dairen and Tsingtao yesterday morning and will dock at the Whangpoo Wharf. The steamer will sail for Tsingtao and Dairen at 11:30 o'clock this morning, and the tender with outgoing passengers will leave the Customs jetty at 10:30 o'clock.

The K.M.A. s.s. Kwangping left Chinwangtao for Shanghai on Friday.

The K.M.A. s.s. Henrik (chartered) left Chinwangtao for Shanghai on Thursday.

The K.M.A. s.s. Shinfoo (chartered) left Chinwangtao for Shanghai on Friday.

The C.M. s.s. Hsinming left Chefoo for Tientsin on Friday.

The C.M. s.s. Hsinkong will leave Tientsin for Dairen and Shanghai today.

The C.M. s.s. Kungping left Chefoo for Newchwang on Thursday.

JAPAN PORTS

The N.Y.K. s.s. Hakuai Maru left Moji for Shanghai on Friday and is to dock at the N.Y.K. Wharf today.

The N.Y.K. s.s. Kumano Maru will leave Moji for Shanghai tomorrow and is to dock at the N.Y.K. Wharf on Wednesday.

INDIAN LINES

The P. & O. s.s. Sicilia, from Bombay, left Hongkong at 6 o'clock Friday morning and is due in Shanghai about noon tomorrow.

EUROPEAN LINES

The Ben Line s.s. Benarty, from London on August 21, is expected to arrive in Shanghai on or about October 12.

The P. & O. s.s. Karmala left London on Friday, September 29, and is expected to arrive in Shanghai on November 9.

The Norwegian, Africa and Australia line s.s. Rinda, from Christiania via ports, is due to arrive in Shanghai this afternoon.

The Blue Funnel s.s. Tydeus, enroute for Liverpool, left Kobe for Yokohama, Miike, Tsingtao and Shanghai on Tuesday.

The P. & O. s.s. Nankin, from London on September 14 with mail, is expected to leave Colombo for Singapore, Hongkong and Shanghai tomorrow afternoon.

The P. & O. s.s. Kashgar was due to sail from London on Friday and is expected to arrive in Shanghai on November 23.

The Glen Line m.v. Glenamoy, homebound for Havre, Dunkirk, Antwerp, Hamburg and London, left Yokohama for Shanghai on Wednesday afternoon.

The P. & O. s.s. Dongola, from London on Sept. 1 with mail, is expected to leave Hongkong at 10 o'clock tomorrow morning and is due in Shanghai on Thursday, October 12.

The M.M. s.s. Porthos, with the French mail of September 8, left Saigon at 3 o'clock Friday afternoon and is expected to arrive in Shanghai on October 16.

The H. A. Line m.s. Muensterland, from Hamburg, left Singapore on Friday morning, October 6, and is expected to arrive in Shanghai on October 15.

The M.M. s.s. Angers will leave Shanghai for Marseilles and ports on Saturday, October 14, at 3 p.m. Passengers may embark at the S.M.R. Whangpoo Wharf after 1 o'clock on the sailing day. Heavy baggage should be delivered to the Company's office before Friday noon.

The P. & O. s.s. Kalyan left Shanghai yesterday morning and is due to arrive in London on November 21.

The N.Y.K. s.s. Hakone Maru arrived in Shanghai from Kobe yesterday and will sail for London and ports at 10:30 o'clock tomorrow morning. The tender with outgoing passengers will leave the Customs jetty at 9 o'clock.

The Norwegian, Africa and Australia Line s.s. Atna, from Christiania via ports, left Antwerp on October 4 and is due in Shanghai about the end of November.

AMERICAN LINES

The Adl. Line s.s. President Jefferson left Seattle on Saturday, September 30, and is expected to arrive in Shanghai via Yokohama and Kobe on October 17.

The China Mail s.s. Nanking left San Francisco on September 16 and is due in Shanghai via Honolulu, Yokohama and Kobe on October 11. The vessel will dock at the China Merchants' Central or Lower Wharf and is to sail for Hongkong on October 12.

The P.M. s.s. President Pierce was due to leave San Francisco on Tuesday and is expected to arrive in Shanghai by way of Honolulu, Yokohama and Kobe on October 23.

The Dollar s.s. Diana Dollar left San Francisco on September 23 and is expected to arrive in Shanghai on October 25.

The C.P.S. s.s. Empress of Asia was to sail from Vancouver on Thursday and is expected to arrive in Shanghai via Japanese ports on October 20.

The P.M. s.s. President Lincoln which left San Francisco on September 23, is due at Yokohama today and in Shanghai on Friday, October 13.

The D.K.K. s.s. Tenyo Maru left Hongkong on Friday and is due at Woosung at daybreak today and the tender with incoming passengers is expected at the Customs jetty about 9:30 o'clock in the morning. The steamer will sail for San Francisco this evening and the outbound passenger tender will leave the Customs jetty at 5 o'clock.

The C.P.S. s.s. Empress of Russia left Woosung late last night and is due to arrive in Vancouver via Japan ports on October 23.

The C.G.M.M. s.s. Canadian Inventor arrived in Shanghai from Vancouver and Japan ports yesterday afternoon.

The Adl. Line s.s. President Jackson arrived in Shanghai from Hongkong yesterday and is docked at the Standard Oil Wharf. The vessel will sail for Seattle at 11:30 o'clock this morning and is due to arrive there by way of Kobe and Yokohama on October 24. The tender with outgoing passengers and baggage will leave the Customs jetty at 10 o'clock.

Vessels Due

Angers, *Japan*	Oct. 12
Benarty, *London*	Oct. 12
Chikugo Maru, *Japan*	Oct. 14
Chungking, *Hankow*	Oct. 15
Dongola, *London*	Oct. 12
Fengtien, *Tientsin*	Oct. 11
Hakuai Maru, *Japan*	Oct. 8
Haean, *Foochow*	Oct. 9
Hsin Kiangteen, *Ningpo*	Oct. 10
Hsin Peking, *Ningpo*	Oct. 8
Hsin Ningshao, *Ningpo*	Oct. 8
Hsinkong, *Tientsin*	Oct. 12
Hunan, *Hankow*	Oct. 16
Irene, *Swatow*	Oct. 9
Kanchow, *Tsingtao*	Oct. 15
Kiangfoo, *Hankow*	Oct. 9
Kianghsin, *Hankow*	Oct. 10
Kiangyu, *Hankow*	Oct. 8
Kiangwah, *Hankow*	Oct. 12
Kumano Maru, *Japan*	Oct. 11
Kiangyung, *Hankow*	Oct. 13
Kiangshun, *Hankow*	Oct. 14
Kiangteen, *Hankow*	Oct. 16
Kungwo, *Hankow*	Oct. 14
Kutwo, *Hankow*	Oct. 15
Kwangping, *Chinwangtao*	Oct. 9
Loongwo, *Hankow*	Oct. 12
Luchow, *Hongkong*	Oct. 12
Liangchow, *Tsingtao*	Oct. 8
Lucayi, *Hankow*	Oct. 8
Luenho, *Hankow*	Oct. 13
Mishima Maru, *London*	Oct. 15
Muensterland, *Hamburg*	Oct. 15
Nanking, *S. Francisco*	Oct. 11
Ngankin, *Hankow*	Oct. 11
Polyphemus, *Liverpool*	Oct. 11
Pres. Lincoln, *S. Francisco*	Oct. 13
Pres. Taft, *Hongkong*	Oct. 16
Shuntien, *Tientsin*	Oct. 8
Sinkiang, *Hongkong*	Oct. 11
Shengking, *Hankow*	Oct. 12
Suiyang, *Hongkong*	Oct. 9
Suiwo, *Hankow*	Oct. 10
Sakaki Maru, *Dairen*	Oct. 12
Sicilia, *Bombay*	Oct. 9
Szechuen, *Tsingtao*	Oct. 12
Tenyo Maru, *Hongkong*	Oct. 8
Tuckwo, *Hankow*	Oct. 8
Tatung, *Hankow*	Oct. 14
Tungchow, *Tientsin*	Oct. 15
Wuchang, *Hankow*	Oct. 9
Whangpu, *Hankow*	Oct. 13
Yawata Maru, *Japan*	Oct. 15
Yingchow, *Hongkong*	Oct. 16
Yungshin, *Ningpo*	Oct. 10

NOTICE TO MARINERS

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ALONG THE PATHWAY OF THE SUN.

PROPOSED SAILINGS FROM SHANGHAI

FOR SAN FRANCISCO

S.S. "TENYO MARU" via Nagasaki	Oct. 8
S.S. "KOREA MARU" via Nagasaki	Oct. 23
S.S. "SHINYO MARU" via Nagasaki	Nov. 5
S.S. "TAIYO MARU" via Nagasaki	Nov. 30

FOR HONGKONG

S.S. "SHINYO MARU" via Manila	Oct. 17
S.S. "TAIYO MARU" via Manila	Nov. 13
S.S. "TENYO MARU" direct	Dec. 7
S.S. "KOREA MARU" direct	Dec. 20

THE ROBERT DOLLAR CO. SAN FRANCISCO

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S.S. "GRACE DOLLAR" about October 15th.
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FOR NEW YORK via HONGKONG, MANILA, SINGAPORE, COLOMBO and SUEZ CANAL

S.S. DIANA DOLLAR" last half October

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Sails for Vancouver via Japan ports, Saturday, October 7. Tender ALEXANDRA with outgoing passengers and hand baggage only leaves Customs Jetty 4:30 p.m. All heavy baggage to be delivered to Company's godown before 3 p.m. Friday.

Largest Steamers on the Pacific

LARGEST STEAMERS BETWEEN CANADA AND EUROPE,

SAILINGS FROM SHANGHAI TO VANCOUVER VIA JAPAN

Empress of Russia	Oct. 7	Empress of Australia	Mar. 10
E. of Australia	Oct.—Delayed	Empress of Asia	Mar. 24
Empress of Asia	Nov. 4	Empress of Canada	Apr. 9
Empress of Canada	Nov. 19	Empress of Russia	Apr. 21
Empress of Russia	Dec. 2	Empress of Australia	May 7
Empress of Australia	Dec. 25	Empress of Asia	May 19
Empress of Asia	Jan. 27	Empress of Canada	June 4
Empress of Canada	Feb. 12	Empress of Russia	June 16
Empress of Russia	Feb. 24	Empress of Australia	July 2
		Empress of Asia	July 14

FINE STEAMERS ON THE ATLANTIC, CONNECTING WITH PACIFIC STEAMERS

TO HONGKONG VIA MANILA

Empress of Asia	Oct. 21
Empress of Russia	Nov. 18

SAILINGS EVERY 28 DAYS THEREAFTER

TO HONGKONG DIRECT

Empress of Australia	Oct.—Delayed
Empress of Canada	Nov. 4

SAILINGS EVERY 28 DAYS THEREAFTER

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Cable Address. "NAUTILUS"	Cable Address. "GACANPAC"

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	Leave Shanghai	Arrive Seattle
"PRESIDENT JACKSON"	Oct. 8	Oct. 24
"PRESIDENT GRANT"	Oct. 22	Nov. 7
"PRESIDENT JEFFERSON"	Nov. 5	Nov. 21
"PRESIDENT MADISON"	Nov. 19	Dec. 5
"PRESIDENT McKINLEY"	Dec. 3	Dec. 19

SPECIAL THROUGH RATE TO EUROPE, $620.50

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"PRESIDENT JEFFERSON"	Oct. 19
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S.S. PRESIDENT WILSON	Oct. 6
S.S. PRESIDENT TAFT	Oct. 17
S.S. PRESIDENT LINCOLN	Oct. 28
S.S. PRESIDENT PIERCE	Nov. 11
S.S. PRESIDENT CLEVELAND	Nov. 25

FOR HONGKONG via MANILA.

S.S. PRESIDENT LINCOLN	Oct. 15
S.S. PRESIDENT PIERCE	Oct. 25
S.S. PRESIDENT CLEVELAND	Nov. 5
S.S. PRESIDENT WILSON	Nov. 24
S.S. PRESIDENT TAFT	Dec. 8

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S.S. "WEST CHOPAKA"	Oct. 24

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S.S. "WEST PROSPECT"	Oct. 5
S.S. "WEST CHOPAKA"	Oct. 24

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SAILINGS FROM SHANGHAI

(Subject to change)

FOR SAN FRANCISCO via JAPAN and HONOLULU

S.S. "NANKING"	Oct. 26
S.S. "CHINA"	Nov. 30
S.S. "NILE"	Dec. 15

FOR HONGKONG DIRECT

S.S. "NANKING"	Oct. 12
S.S. "CHINA"	Nov. 16
S.S. "NILE"	Nov. 30

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GENERAL SHIPPING NEWS

N. Y. K. LINE

PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE

Hakone	Oct. 9	*Dakar Maru	End of Oct.
Toyohashi Maru	Oct. 20	Fushimi Maru	Nov. 4
Suwa Maru	Oct. 21	Tajima Maru	Nov. 6

FOR VICTORIA, SEATTLE AND VANCOUVER

Yokohama Maru ..... Oct. 27 Kaga Maru ..... Nov. 14

FOR NEW YORK AND BOSTON VIA PANAMA

Mayebashi Maru Beg. of Nov.
Cargo only.

FOR JAPAN

Moji Maru	Oct. 7	Kumano Maru	Oct. 14
Yamashiro Maru	Oct. 8	Chikugo Maru	Oct. 16
Cargo only.		Mishima Maru	Oct. 16
Omi Maru	Oct. 10	Yawata Maru	Oct. 18
Hakuai Maru	Oct. 11	Nikko Maru	Oct. 21

FOR HONGKONG DIRECT

Kaga Maru ..... Oct. 29

FOR AUSTRALIA, from Hongkong

Yoshino Maru ..... Oct. 17

FOR SOUTH AMERICA: Via Durban and Cape Town From Kobe

Kawachi Maru End of Nov. Cargo only.

For freight, passage and further information apply to

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Mail Steamer	Next Sailings from Marseilles	Probable Arrival at Shanghai	Probable Sailing From Shanghai
ANGERS			14th October
AZAY LE RIDEAU	25th Aug.	2nd October	28th October
PORTHOS	8th Sept.	16th October,	11th Nov.
CHAMBORD	22nd Sept.	30th October	25th November
PAUL LECAT	6th Oct.	13th November	9th December
ANDRE LEBON	20th October.	27th November	23rd December

RATES OF PASSAGE MONEY TO MARSEILLES.
(including table wine)

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Steamers 2nd Class £104 Steamers 2nd Class £ 92

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OFFICES: 9 French Bund.

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NORTH CHINA LINE / SOUTH CHINA LINE

North and South China Line

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S.S. "WEST KADER" ..... Late Nov.

From Portland, Ore, U. S. A.

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S.S. "WEST KADER" ..... Late Nov.

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O. S. K.

PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE. For London, Hamburg, Rotterdam and Antwerp

S.S. "AMAZON MARU" ..... Nov. 3
(Cabin passengers can be accommodated)

FOR NEW YORK. Via Japan Ports, San Francisco and Panama

S.S. "HAVRE MARU" ..... Oct. 18

FOR TACOMA & SEATTLE. ViaDairen, Japan Ports, Victoria, & Vancouver.

S.S. "ARIZONA MARU" ..... Oct. 22

FOR HONGKONG DIRECT.

S.S. "AMUR MARU" (Direct to Hongkong) .... Oct. 7
S.S. "MANILA MARU" ..... Oct. 21

FOR NORTH CHINA PORTS. Direct to Tientsin.

S.S. "KOHOKU MARU" ..... Oct. 23

FOR FORMOSA. For Keelung and Takao via Foochow.

S.S. "SEIKYO MARU" ..... Oct. 17

FOR JAPAN. DIRECT TO YOKOHAMA.

S.S. "SUMATRA MARU" ..... Oct. 13

OSAKA SHOSEN KAISHA

Shipping Office. 2 Canton Road..... Phone Central 4234
Wharf Office. 26 Yangtszepoo Road. ....Phone East 208 and 213.

Large Display Advertisements
intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

Men-Of-War In Port

Section	Date	Name	Flag and Rating
J. N. B.	Oct. 2	Black Hawk	Am. Tender
F. N. B.	Sep. 6	Colmar	Fr. Cruiser
McW.	Mar. 20	Cricket	Br. Gun-boat
B. N. B.	Oct. 6	Durban	Br. Cruiser
O. D.	Sep. 24	Elcano	Am. Gun-boat
1 C.	Oct. 4	Finch 9	Am. Destroyer
K. N. D. W.	Oct. 2	John D. Ford 228	Am. Destroyer
J. N. B.	Oct. 2	Gen. Alava	Am. Yacht
1 C.	Oct. 3	Hart 110	Am. Destroyer
K. N. D. W.	Oct. 2	Hulbert 342	Am. Destroyer
U. S. N. B.	Oct. 2	Huron	Am. Cruiser
McW.		Mantis	Br. Gun-boat
K. N. D. W.	Oct. 2	Noa 343	Am. Destroyer
K. N. D. W.	Oct. 2	Paul Jones 230	Am. Destroyer
Woosung	Oct. 2	Peacos	Am. Destroyer
K. N. D. W.	Oct. 2	Peary (F) 226	Am. Destroyer
K. N. D. W.	Oct. 2	Pillsbury 227	Am. Destroyer
K. N. D. W.	Oct. 2	Pope 225	Am. Destroyer
K. N. D. W.	Oct. 2	Preble (F) 345	Am. Destroyer
K. N. D. W.	Oct. 2	Pruitt 347	Am. Destroyer
K. N. D. W.	Oct. 2	Sicard 346	Am. Destroyer
K. N. D. W.	Oct. 2	Stewart 224	Am. Destroyer
Y.T.P.D.W.		Teal	Br. Gun-boat
K. N. D. W.	Oct. 2	Truxton 229	Am. Destroyer
K. N. D. W.	Oct. 2	W. B. Preston 345	Am. Destroyer

Information For Mariners

SUNDAY, OCTOBER 8, 1922

(The evening tides are higher than the morning tides, they are about equal at 10 and 11 o'clock).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at spring 8 1/4 h; at neaps, 7 1/2 h.

Time	Range	Time	Range
1h. 20m.	9ft. 4in.	1h. 36m.	9ft. 8in.

High Water at Tungsha Lightship
(The evening tides are higher than the morning tides).
Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M.		P.M.	
H.	M.	H.	M.
0	20	0	35

Time of Moonrise, Moonset, Sunrise, Sunset

Moon		Sun		Daylight	Dark
Rises	Sets	Rises	Sets		
7.2. p.m.	7.39 a.m.	5h. 57m.	5h. 39m.	5h. 12m.	6h. 24m.

Mean Barometric Pressure at Shanghai,
For October 30.08 in.
764.1 mm.

P. & O.

British India (Apcar) and E. & A. S.S. Lines

Future Sailings for	Steamship	Sailing about
Marseilles, London, Antwerp—via Hongkong, Straits, Ceylon and Egypt. *Also calls at Bombay.	KALYAN	Oct. 7
	*MANTUA	Oct. 21
	DONGOLA	Nov. 4
	NANKIN	Nov. 18
Bombay—via Hongkong, Straits and Colombo.	SICILIA	Oct. 14
	MANTUA	Oct. 21
Calcutta—via Kobe.		
Calcutta—from Hongkong via Singapore and Penang.	JAPAN	Oct. 15
	TANDA	Oct. 27
Sydney and Melbourne—from Hongkong.	ARAFURA	Oct. 4
	ST. ALBANS	Nov. 1
	EASTERN	Nov. 29

*P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Steamers and Dates liable to be altered or cancelled without notice
For particulars regarding Freight or Passage, apply to Mackinnon, Mackenzie & Co., Agents, Union Building, 1 Canton Rd.
Telephones: General: Central 169 Passage: Central 2510 Freight: Central 3069

BARBER STEAMSHIP LINES, INC

FOR BOSTON AND NEW YORK VIA PANAMA

S.S. "SATSUMA" ..... SAILING OCTOBER 15th, 1922

For rates and particulars apply to

THE BARBER S. S. LINES, INC.

THE ADMIRAL LINE, Agents,
Cor. Nanking and Kiangse Rds. Tel. C. 5971, 5972 and 5973.

Visit the
Yangtsze Gorges

The most spectacular inland water trip in the world. Especially delightful at this season of the year.

S.S. ALICE DOLLAR
S.S. ROBERT DOLLAR II
Luxurious Steamers, Cuisine Excellent
(Passenger and Freight Service)
Sailing Every Few Days Between
ICHANG and CHUNGKING

THE ROBERT DOLLAR Co.
The American Express Co.
Shanghai—Tientsin—Peking—Hankow.

The China Press Mail Schedule

SUNDAY, OCTOBER 8, 1922

Date and Destination	Per	Chi.	Br.	U.S.A.	Reg
TODAY					
H'kong, Canton, Straits, India & Europe via Suez	Hakone M.	15.00		c8.00	14.30
U. S. of America	P. Jackson				
Japan, Canada, U.S.A. & Europe	do	9.00	9.00		8.30
Japan, H'lulu, Canada, U.S.A. & Europe	Tenyo M.	15.00			14.30
Tsingtao & Dairy	Saikio Maru	9.00			8.30
River ports	Train & Str.	21.00			21.00
Hongkong	Hakone M.		15.30		
Japan, Honolulu, Canada, U.S.A. & Europe via U.S.A.	Tenyo M.		B16.00		
Antung	Chusan	10.30			10.00
Newchwang	Pakhoi	10.30			10.00
Newchwang	Shansi	21.00			21.00
TOMORROW					
Ningpo	Hsin Peking		15.00		
Tientsin	Train		17.00		
Hankow	Train		17.00		
Vladivostok	Train		17.00		
S'tow, H'kong, C'ton	Liangchow	21.00			21.00
Swatow and Hongkong	do		17.00		
Vladivostok & Siberia	Via P. & H.	17.00			17.00
River ports	Train & Str,	21.00			21.00
Japan Ports	Omi M.	7.00			6.30
Tientsin	Tungwah	21.00			21.00
Hongkong and Canton	Taisang	21.00			21.00
Chefoo	Yunnan		12.30		
Tuesday, Oct. 10					
Chefoo and Newchwang	Yunnan	12.30			12.00
Foochow	Hsinchi	21	17.00		21.00
W'wei, C'foo, T'tsin	Shuntien	13.30	13.30		13.00
Japan Ports	Omi Maru		9.30		
Vladivostok & Siberia	Via P. & H.	17.00			17.00
River ports	Train & Str	21.00			21.00
Swatow & Hongkong	Taksang		17.00		
Japan Ports	Hakuai Maru		17.00		
Wednesday, Oct. 11					
Amoy, H'kong & C'ton	Suiyang	21.00			21.00
Amoy & Hongkong	do		17.00		
Australia & New Zealand via Hongkong	Suiyang		17.00		
Friday, Oct. 13					
S'tow, H'kong, C'ton	Szechuen	21.00			21.00
Swatow & Hongkong	do		17.00		
Japan Ports	Kumano M.	19.00			18.30
H'kong, S. Ports, Straits, Ceylon, India & Europe via Suez	Sicilia		17.00		17.00
Saturday, Oct. 14					
H'kong, C'ton, Straits, India & Europe via Suez	Angers	9.00			8.30
H'kong, S. Ports, Straits, Ceylon, India & Europe via Suez	do		12.30		12.00
H'kong, C'ton, Straits, India & Europe via Suez	Sicilia	17.00			16.30
Amoy, H'kong & C'ton	Luchow	21.00			21.00

A Specially marked corresponnden ce only.
B Registered matters at 5 p.m. on prevous day.
C Registered at 6 p.m. on previous day.

Meteorological Reports

	SICCAWEI			
October 8, 1922.	16.00	21.00	4.00	9.00
Sun rises today at 5.59	(120 EGC)		(120 EGC)	
Sun sets today at 17.37	Oct. 6.		Oct. 7.	
(inches	30.01	30.03	29.99	30.02
Barometer (variation for 24 hrs.	−0.07	−0.08	−0.05	−0.05
at 32° F. (variation for 12 hrs.	−0.03	−0.04	−0.02	−0.01
Wind—direction	N	NNE	NNW	N
Wind—miles per hour	5.6	6.8	8.1	6.2
Temperature (Fahr.)	73°2	60°5	56°5	68°2
Humidity %	55	93	98	71
Nebulosity (0 to 10)	4	0	0	6
Barometer (mean 4 obs.)	—	—	—	—

SICCAWEI ABRIDGED REPORT

	Mean.	24 hrs. Previous Variation	average same period
Total rainfall, since Jan. 1 to midnight before last (inches)	30.04	−0.08	30.06
Rainfall (inches) October 6.	66°9	1°3	66°6
Temperature (Fahr.) (Min. 56°3) (Max. 77°5)	44.07	0.00	39.51

Steamers Departed

Oct. 6—Simaloer for Batavia
Oct. 6-Store Nordiske for Cruise
Oct. 6-U.S.S. Barker 213 for Y'tsze
Oct. 6-U.S.S. S. T'son 212 for Y'tsze
Oct. 7—Klungwo for Hankow
Oct. 7—Ningshao for Hankow
Oct. 7—Tsangtah for Hankow
Oct. 7—Chungking for Hankow
Oct. 7—Tachi M. for Hankow
Oct. 7—Unkai M. 6 for Hankow
Oct. 7—Soochow for A. H. C'ton
Oct. 7—Wakamatsu M. for H'kow
Oct. 7—Otaru M. 1 for Wuhu
Oct. 7—Meinam for Nanking
Oct. 7—Hanping for Hankow
Oct. 7—Eclipse for Manila
Oct. 7—Kwanglee for H., C'ton
Oct. 7—Tongan for N'chwang
Oct. 7—Yekishin M. for T'tao
Oct. 7-S'shan M. for Amoy, etc.
Oct. 7—Unkai M. 10 for W'chow
Oct. 7—Hopsang for S. H. C'ton
Oct. 7-Tungchow for W. C. T'tsin
Oct. 7—Kalyan for London
Oct. 7—E. of Russia for V'couver
Oct. 7—Yungshin for Ningpo
Oct. 7—H. K'teen for Ningpo

Steamers Arrived

Oct. 7—Yungshin from Ningpo
Oct. 7—H. K'teen from Ningpo
Oct. 7—Hakone M. from Japan
Oct. 7—Yatshing from H'kong
Oct. 7—Saikio M. from Dairen
Oct. 7—Kyokuto M. from C'tao
Oct. 7—Shansi from Swatow
Oct. 7—Hohsing from Chefoo
Oct. 7—Hsinwah from Hongkong
Oct. 7—Sancho M. from Japan
Oct. 7—Tsenglee from Dairen
Oct. 7—G. Dollar from America
Oct. 7—Kiangan from Hankow
Oct. 7—Hwahlee from Hankow
Oct. 7—Poyang from Hankow
Oct. 7—Wosang from Hankow
Oct. 7—Suiyang M. from H'kow
Oct. 7—Omi M. from Japan
Oct. 7—Kingsing from Tientsin
Oct. 7—Pakhoi from Swatow
Oct. 7—Shinlee from Vladivostok
Oct. 7-C. Inventor from V'couver
Oct. 7—P. Jackson from H'kong
Oct. 7-E. of Russia from H'kong

Launch Services

TODAY

The tender conveying passengers and baggage on board the **Adl. Line s.s. President Jackson,** for Seattle will leave the Customs Jetty at 10 a.m.

The tender conveying passengers and baggage on board the D.K.K. s.s. **Saikio Maru,** for Tsingtao and Dairen will leave the Customs Jetty at 10:30 a.m.

The tender Alexandra conveying passengers and baggage on board the T.K.K. s.s. **Tenyo Maru,** for San Francisco will leave the Customs Jetty at 5 p.m.

TOMORROW

The tender conveying passengers on board the N.Y.K. s.s. **Hakone Maru,** for London will leave the Customs Jetty at 9 a.m.

Friday, October 13, 1922

The tender conveying passengers and baggage on board the D.K.K. s.s. **Sakaki Maru,** for Tsingtao and Dairen will leave the Customs Jetty at 2 p.m.

Passengers Arrived

Per C.M. s.s. Hsin Kiangteen from Ningpo: Mr. Heilmann.

Per C.N. s.s. Poyang from Hankow: Messrs. G. J. Carroll, M. Cnamford, Krosmer, Mr. & Mrs. Geydrn, Mrs. A. V. Ross.

Per C.P.S. s.s. Empress of Russia from Hongkong: Mr. M. M. Axlerood, Mr. and Mrs. Beckley, Miss H. Beckley, Messrs. A. Carpi, Edwin Dunn, Mr. and Mrs. D. Fleming, Messrs. J. C. Gale, P. Cockchin, Lieut. and Mrs. Luz, Miss F. P. Silva, Mrs. M. E. MacDonald, Mrs. J. Parsons, Messrs. J. B. Reeves, M. Ribeiro, A. Rostron, E. S. M. Stewart, P. D. Sutherland, Miss F. Tippen, Mr. C. S. Turner, Mr. and Mrs. W. Van Cuyck, Mr. and Mrs. P. T. Li, Messr. Sim Lim, Cheung Shau-chung, Mr. and Mrs. Pao Pun, Messrs. Tang Kwan-sang, Wong Chakman, P. V. Wong, S. S. Lee, Mr. and Mrs. W. V. D. Campbell, D. J. Drossenbag, W. Weinmaun, Mr. and Mrs. Pastro, Miss A. and Master Piastro, Misses L. M. and G. De Souza; through passengers: Messrs. C. Kihara, Chiu Tze-lam, Wong Pon-tung, C. R. Drayton, J. B. Harrison, W. E. Van Eps.

Per Adl. Line s.s. President Jackson from Hongkong: Messrs. W. S. Carter, A. R. Curtin, H. Dotatram, Pablo Homs, Mrs. Theo. Homs, Mr. and Mrs. V. Hall, Master J. and Miss H. Hall, Lieut. E. W. Hendrick, Mr. H. B. Joseph, Miss J. Lenciska, Mr. Louie Ho Sang, Miss M. Magat, Lieut. and Mrs. R. H. Offley, Mr. Don F. C. Perez, Mrs. C. Rheims, Messrs. J. J. Russell, J. D. Wilkinson, Ms. O. E. Bayles; through for Seattle: Mr. and Mrs. Robt. Hatrick, Messrs. C. K. Carmean, E. R. Morgan, E. Turner, Mrs. E. G. Turner, Master J. and Miss C. M. Turner; for Yokohama: Mr. N. Lilaram.

Passengers Departed

Per C.N. s.s. Tatung for Hankow: Mr. and Mrs. E. D. Chapin, Mrs. Messiar, Mr. E. B. Gost, Miss S. Krick.

Per C.N. s.s. Hsin Peking for Ningpo: Misses Wadman, Liang, Messrs. H. P. Wadman, Allanson, A. J. Allanson, Master Allanson, Mr. and Mrs. Louveen.

Per C.N. s.s. Tungchow for Weihaiwei: Mr. and Mrs. E. Pugh; for Chefoo: Messrs. R. V. Dent, E. Kerley; for Tientsin: Messrs. J. J. Skalisky, F. P. Hines.

Per C.N. s.s. Soochow for Amoy: Mrs. Elliot, Misses Elliot, Soloersen; for Hongkong: Messrs. England, Wilkisnon; for Canton: Mr. and Mrs. Harris and child.

Per C.M. s.s. Hsin Kiangteen for Ningpo: Rev. Fathes Marques, Saloon, Messrs. Kulp, Baldwin, Mrs. Thomas.

Per S.P. s.s. Ningshin for Foochow: Mr. and Mrs. Hao, Mrs. Chang, Misses J. Kennedy, E. L. Little, Gilbertson, Mr. and Mrs. H. S. Parnell, Messrs. A. Aberon, S. Y. Euren, Foo Yung-ching.

Per P and O. s.s. Kalyan for London: Mrs. F. Moore, Capt. J. Ferguson, Miss A. C. Milne, Mrs. W. S. Ross, Masters J. Ross, W. and D. Ross, Mr. and Mrs. W. Neill, Messrs. T. J. Graham, P. Bell, S. Costelle, Vandereyt, O. Deney, Lardino's; for Marseilles: Miss A. C. Boughton; for Colombo: Miss E. J. Elderkin; for Singapore: Messrs. S. H. Lawrence, H. C. Zimmermenn, O. Thompson; for Hongkong: Mrs. N. L. Watson, Mr. and Mrs. A. D. Prince, Miss Gifford, Mr. and Mrs. H. N. and Miss Lockwood, Mr. and Mrs. J. W. Garner, Messrs. H. C. Simms, H. B. Dowbiggin, F. H. Hilton, A. J. J. Martin, G. R. Pouncey, A. Button, A. J. de S. Basto.

Per C.P.S. s.s. Empress of Russia for Vancouver: Mr. and Mrs. W. S. Bardarson, Mr. H. E. B. Davis, Mrs. Chas. Dwight, Capt. E. R. G. R. Evans, Mrs. and Master Richard A. Evans, Messrs. P. Gannay, G. S. Hutchinson, Mr. and Mrs. H. W. Mannering, Mrs. I. A. Merget, Master M. Megret, Miss Liv. Nikelsen, Mr. and Mrs. Wm. G. and Miss L. G. Robby, Mr. and Mrs. Geo. M. and Miss M. Franck, Messrs W. Hanisch, I. H. Lindgren, T. N. F. Mow, Miss M. Morris, Mr. O. Olsen, Dr. Bessie Sinclair, Messrs. F. Winter, Wan Liang-ming.

Weather Report

Oct. 6.—A considerable rise of pressure in N Japan, causes the typhoon to incline more to NW, before reaching the Bonin.

Another depression still remains off the E Vizayas and Luzon; a third one appears in Mongolia.

Regular monsoon, to the S of Shantung; variable breezes further North.

Fair and cool day at Shanghai and in the Lower Yangtze Valley.

Oct. 7.—Very fine and cool weather; layers of low fog on the fields.

The pressure continues to move down, owing to the Northern depression.

Moderate Northerly breezes.

WHERE AURORA SPANS THE SKY IN FLAMING BEAUTY

THE NEW WAY ACROSS CANADA.
INTERESTING—CONVENIENT—ECONOMICAL.

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Phone C. 6973.

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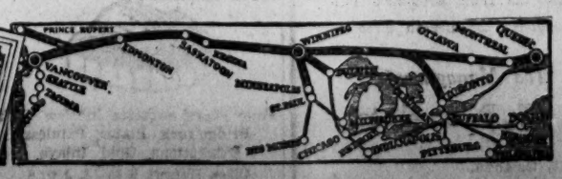

AUCTION SALES

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AUCTIONS

Wednesday 11th October in Front Salesroom
Commencing at 10 a.m.
EXCELLENT HOUSEHOLD FURNITURE AND SUNDRIES
Including.

SUITE WHITE ENAMELLED BED ROOM FURNITURE, SUITE TAPESTRY COVERED DRAWING ROOM FURNITURE, TEAK DINING TABLE, LEATHER COVERED DINING CHAIRS, Ice chest, pantry cupboard, Glassware, teak overmantle, teak card table, ditto Centre table, BOOKS, Gramaphone records, marble top wash-stand, mahogany stained flower stand, Japanese carved stand, Screen, white enamel double wooden bed, double bed (black enamel), white enamel single bed, writing desk, cretonne covered couch and arm chairs, glass door bookcase, Heating stoves, baby's Rocking chair, child's white chest of drawers, Matting carpet, white enamel iron baths, 2 nickel plated Geysers, Red lacquer stand, Tapestry carpet, Axminster carpet, NEW AMERICAN BICYCLE (BOY'S), PICTURES, teak oval table, Toilet set, and Sundries.

also

LARGE "MILNERS" SAFE.
FINE SELECTION OF SATSUMA, BRONZE & IVORY WARE.
"REMINGTON" TYPEWRITER. "SUN" TYPEWRITER.
ARTISTIC ELECTRIC HANGING LAMPS.
NEW SOOCHOW CURTAINS AND CARPETS.
JEWELLRY & SILVERWARE.
NEW LEATHER TRUNKS.
NEW MARINE INDICATOR & STOCKS TAPS & DIES.
and
"REGINA" AUTOMATIC MUSICAL WITH 44 steel records.
On view Tuesday.

CARGO AUCTION
On Wednesday, October 11th.
at 2.30 p.m.

8 Cases Lysol Shaving Cream, 6 Pieces Leather Cloth, 12 Pieces Overcoating, 31 Pieces Suit Length, 4 Cases Book Paper, 12 Pkgs. Foochow Paper, (Damaged), 21 Dozen Stephens' "Judge "Brand A. H. Quality Fry Pans, 2 Cases Buc "Hercules" Glass Paper. 1 Case Viginia Indian Cigarettes, 2 Cases Rivets, 37 Boxes Havana Cigar, 2 Cases Shoe Blacking, 8 Casks Cement, 146 Dozen Modern Clothes Line Reels, 5 Casks Magnesium Sulphite, 84 Dozen Enamelled Lunch Carriers, 150 Enamelled Buckets, 40 Inner Tubes, 1 Roll Garden Rubber Hose, 12 Garden Tools, 12 Elispatch Leather Bags, 1 Folding Garden Saw, 2 Cases Leather Rollers, 18 Dozen Stockings, 5 Dozen Stew Pans, 155 Tins Tomato Sauce Paste, French Beans, Green Peas, 12 Bottles Honey, 1 Large Howe Scale, 4 Boards Sample Tools, Nettlefolds Brass Dome Head Pins, Fancy Buttons, Studs, Trimmings, Gloves, Needles, Braces, Locks, Woollen Yarn, Damaged W. C. Basins,

Now on view.

AUCTIONS OF CARGO
Our new Cargo Auction Rooms measuring about
40 ft. x 40 ft. and 15 ft. high
Light, airy and attractive are now open and being well attended. Cargo (sound or damaged) of any kind received at any time and sold in auctions held every Wednesday at 2.30 p.m.

L. MOORE & CO., LTD.
No. 45 Kiangse Road

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SUMMER'S NECESSITY
BATH ROBES (for Gentlemen & Ladies.)
Various fashions, sizes, colours and qualities.
SEAN YOU ZOO & CO., LTD.
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Chargeurs Reunis
New and Fast Passenger Steamer "Desirade"
about 16,000 tons—modern and up-to-date.
Sailing from Shanghai ... ... 22nd of October
Due Marseilles ... ... 30th of November
First class passage... ... ...£126 Net
Second class passage ... ...£ 51 Net
RACINE & CIE, *Agents.*
51404

"YIH-PING-SHAN HOTEL"
2 Thibet Road.

The Management of the "Y. P. S." Hotel beg to announce the opening of their New-Ball-Room.

There will be Dancing every night, at 9.30 p.m. Our Jazz Orchestra will play all the Latest Dance-Music. We trust that the Public will give us their esteemed Patronage. Our Motto is "Good-Service." Admission Free.

The Management.
Y. P. S. Hotel

Phone C. 271, C. 4590.

W. Funder & Co.
Auctioneers, Real Estate Agents, Adjusters, Appraisers, and Coal Merchants

Having been favoured with instructions from
THE CONCERNED
Will sell by Public Auction in their Salesroom
49 KIANGSE ROAD
On Thursday, the 12th October
at 10 a.m.
A fine assortment of New lady's clothing from the Best Houses in London, France, & New York.

Comprising:—
Lingerie, Tailor made dresses, gowns, hats, leather coats, etc., etc., etc.
also
A fine lady's astrakan coat
Continued
at 2.30 p.m.
A lot of old Clothing, etc., etc.

On view Wednesday.

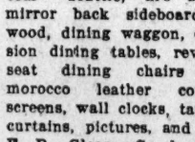
W. Funder & Co.
Auctioneers, Real Estate Agents, Adjusters, Appraisers, and Coal Merchants

Will sell by Public Auction
at
NO. 162A BUBBLING WELL RD.
On Wednesday, the 11th October
at 10 a.m.
EXCELLENT HOUSEHOLD FURNITURE & EFFECTS

Comprising:—
HALL: — Linoleum on floor, Mirror hat and umbrella stands, carved blackwood boxes, and picture frames, large satsuma vases, cloisonne wall plates, etc., etc.
SMOKING ROOM: — Bookcases, card tables, Chesterfield couch and easy chairs, jardiniere stand, centre table, carved blackwood picture frames, curtains, pictures, and vases, etc.
DRAWING ROOM:—Tientsin carpets, tiger rugs, brass coal scuttles, fire brass, fender, brass fire screen, silk tapestry covered drawing room suite in teakwood frames, escritoire, Canton blackwood marble-top round table, jardiniere stands, curio cabinet, bookshelf, marble clocks, Electric standing lamp, ivory figures, cloisonne vases, porcelain and bronze curios. tapestry curtains, etc., etc.
DINING ROOM:—Axminster carpets, brass fenders, fire brass coal scuttle, fire screen, mirror back sideboard oakwood, dining waggon, extension dining tables, revesible seat dining chairs with morocco leather covered, screens, wall clocks, tapestry curtains, pictures, and vases E. P., Glass, Crockery, & Cutlery ware, etc., etc.
BEDROOMS & STAIR CASE:—Axminster stair carpet, brass stair rods, brussels carpets, matting, bevel-edged mirror back bedroom suite, round table, double and single iron bedsteads, brass single bedstead, sofa, chair, electric reading lamps, linen cupboard, mirror wardrobe, dressing table, chest of drawers, washstand, tapestry curtain, woollen blanket etc., etc.
KITCHEN & PANTRY AS USUAL
also
One Iron frame upright Piano by Zimmerman, Leipzig
One canteen set Silver in oakwood case for 18 persons by R. F. Krupp (Bernsdorf).
One large silver centre flower piece in case.
One thread sewing machine (by Gretzner).
One Large ice chest
One Cooking range Matron.
Two Germania stoves
A fine quantity of Blackwood frames and Furniture
A fine quantity of plants & trees etc.

On view Sunday.
also
1 Hupmobile 7 Seater Close Car with 5 New Tyres,
In good running order.

Dr. E. G. Lobzowsky
DENTAL SURGEON



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PROPOSAL
For the purchase of the U. S. S. CELTIC.

Sealed proposals will be received at the U. S. Naval Station, Cavite, P. I., until 10 a.m. on the 24th day of October, 1922, at which time and place they will be opened, for the purchase of the U.S.S. CELTIC.

GENERAL DESCRIPTION OF THE "CELTIC". Built in Belfast, Ireland, in 1891 by Workman, Clark & Co. Structure: Material, steel; propulsion, screw; rig, 2 masts; tonnage, U. S. Register, gross, 3932.98 tons; net 2387.32 tons; Panama Canal, gross, 4180.2 tons; net, 2576.50 tons. Speed: 10.5 Knots. Length over all: 383 ft. Length between perpendiculars: 69 ft. 8 inches. Breadth on load water line: 44 ft. 7 inches. Mean draft, (normal): 21 ft. 0 inch. Displacement, (normal): 6750 tons. Tons per inch immersion: 30 tons. Bunker capacity (42 cu. ft. 1 ton): 757 tons. Main engine: vertical triple expansion; indicated horse-power on trial 2200. Boilers: 4 Babcock & Wilcox: Total grate surface, 250 sq. ft.; Total heating surface, 8140 sq. ft. Electrically lighted throughout. Two generators, one 15 K.W., 110 volts; other 15 K.W., 125 volts. Ice Plant: 2—Steam Driven Dense Air Machines of 40 tons each, built by J. & E. Hall, Dartford, England carrasses 1,300 tons, cases meats and ther stuffs 1,200 tons. Capacities of Cargo Holds and Tween Decks: No. 1 Hold 41803 cu. ft. (Frozen meat capacity 36247 cu. ft.). No. 2 Hold 57982 cu. ft. (Frozen meat capacity 50089 cu. ft.). No. 3 Hold 34239 cu. ft. No. 4 Hold 32457 cu. ft. No. 1 Tween dks. 17131 cu. ft. Frozen meat capacity 14860 cu ft.). No. 2 Tween dks. 22903 cu. ft (Frozen meat capacity 19180 cu. ft.). No. 3 Tween dks. 16333 cu ft. No. 4 Tween dks. 18604 cu. ft.

PRESENT CONDITION: Excellent. Ready for immediate service except that the propeller has 3 bad blades which will have to be renewed. Equipped with boats; radio outfit; outfit of blocks and lines; hawsers; ground tackle; cabin furniture, galley outfit; ovens; refrigerators; auxiliary machinery spare parts; canvas ouvrs; awnings; windsails; staysails; large assortment of hand tools; 5 spare propeller blades; 1 spare propeller shaft, etc.

(A list of articles or equipage, etc., to be left on board and sold with the vessel may be had on application to the U. S. Navy Purchasing Officer, 20 Whangpoo Road, Shanghai, China.)

The sale will be for cash to the highest bidder who must remove vessel, at his own expense, from the limits of the Naval Station within such reasonable time as may be fixed by the Captain of the Yard, Cavite.

Proposals must be submitted in a sealed envelope addressed to the Commandant, Naval Station, Cavite, P.I., and endorsed "PROPOSAL FOR THE PURCHASE OF THE CELTIC"; and each proposal must be accompanied by a cash deposit or a satisfactory certified check for the full amount of the bid, or by a bond equal to the full amount of the bid and an additional cash deposit or satisfactory certified check for not less than 10% of the bid.

Apply to the U.S. Navy Purchasing Officer, 20 Whangpoo Road, Shanghai, China, for forms of bid and bonds; additional information regarding the terms of sale, etc.

Apply to the Captain of the Yard, Cavite, at 9:00 a.m., of any day (except Saturdays, Sundays and holidays) prior to the sale to examine the CELTIC.

The right is reserved to withdraw the vessel from sale or to reject any or all bids.

By direction of the Secretary of the Navy.
W. M. CROSE,
Captain, U. S. Navy,
COMMANDANT.
51677

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Admiral Phelps Speaks At Hankow Am'n Co. Dinner

(Independent News Service)

Hankow, Oct. 4.—Rear Admiral Phelps, Commander of the Yangtsze Patrol of the U. S. Navy, and Major John H. C. Lee, General Staff Corps, U. S. A., will address the Hankow American Volunteer Company at their annual dinner and smoker tonight at the Hankow Race Club, which will mark the inaugural event of the 1922-23 season of the American Volunteers. Major Lee will speak on the military policy of the United States government, the necessity of an efficient reserve corps, the possibility of Americans in China qualifying for commissions in the officers reserve corps and the possibility of establishing a reserve officers training camp in Hankow in connection with the American Volunteer Company. A special committee is arranging an attractive program.

Major J. H. Ross announces that the first drill of the year will take place next Friday when all members are requested to fall in at the American Consulate under arms. New assignments of duties are made including the following: First Lieut. R. W. French, to acting adjutant; Second Lieut. W. H. Mallory, to Acting quartermaster. In addition to his duties as acting adjutant, Mr. French will also assume charge as Range Officer. Private R. C. Mackay has been appointed First Sergeant with the additional duties as instructor of small arms practice, while Private C. F. Garry has been made Supply Sergeant acting concurrently as Range Sergeant.

Competition and friendly drills with the British and French Companies in Hankow will be encouraged this year, and for this purpose a shield, to be known as the "Garry Shield," has been presented to the Company as the trophy for a rifle competition amongst the American, British and French Volunteer Companies in Hankow.

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Notice is hereby given that the undermentioned Share Certificates registered in the name of Letitia Elizabeth Victoria Cortland (now deceased), are declared to be lost and if same are not forthcoming by the 8th of October next, will be considered null and void, and new certificates issued in lieu thereof.

Cert. No. 3907, 50 Ordinary Shares, Nos. 87171/87220.
Cert. No. 4730, 20 Ordinary Shares, Nos. 163849/163868.
Cert. No. 129, 100 Preference Shares, Nos. 152671/152770.

By Order of the Board of Directors,
C. A. MOMBER,
Acting Secretary.
September 8th, 1922.
51774

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Office space will be available about the beginning of November, 1923. For particulars apply to W. W. 13 Museum Road or 55 Markham Road, where plans can be seen by appointment.

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Algonquin ..... Sept. 10
Taiyo Maru ..... Sept. 13
China ..... Sept. 20
President Cleveland .. Sept. 23
Dilworth ..... Sept. 30
Nile ..... Oct. 3
President Wilson ..... Oct. 6
FOR VANCOUVER
Empress of Asia ..... Sept. 9
Empress of Canada .. Sept. 25
Empress of Russia .... Oct. 7
FOR SEATTLE
Baron Cawdor ..... Sept. 10
President Madison ... Sept. 10
Ibukisan Maru ..... Sept. 18
President McKinley .. Sept. 25
Shidzuoka Maru ..... Oct. 6
FOR TACOMA
Hawaii Maru ..... Sept. 6
Arabia Maru ..... Oct. 6
FOR PORTLAND
Hanawa ..... Sept. 21
West Orowa ..... Oct. 5
FOR LOS ANGELES
Elkridge ..... Sept. 29
FOR NEW YORK
Titan ..... Sept. 5
City of Bristol ..... Sept. 10
Lyons Maru ..... Sept. 20
City of Lincoln ..... Sept. 21
Havana Maru ..... Sept. 23
Slavic Prince ..... Sept. 25
M. S. Dollar ..... Sept. 30
Antilochus ..... Sept. 30
Ethan Allen ..... Oct. 5
FOR LONDON
Katori Maru ..... Sept. 5
Troilus ..... Sept. 7
Novara ..... Sept. 9
Atsuta Maru ..... Sept. 12
Rheesus ..... Sept. 14
London Maru ..... Sept. 16
Teiresias ..... Sept. 21
Macedonia ..... Sept. 23
Kashima Maru ..... Sept. 26
Laomedon ..... Sept. 28
Peleus ..... Oct. 4
Kalyan ..... Oct. 7
FOR LIVERPOOL
Ningchow ..... Sep. 7
Ajax ..... Sept. 13
Hector ..... Sept. 15
Knight Templar ..... Oct. 3
FOR HAMBURG
Pembrokeshire ..... Sept. 5
City of Florence ..... Sept. 6
Sembilan ..... Sept. 10
Havelland ..... Sept. 15
London Maru ..... Sept. 16
Glenade ..... Sept. 21
Matsumoto Maru .... Sept. 24
City of Yokohama .... Oct. 3
FOR COPENHAGEN
Peru ..... Sept. 3
Indien ..... Sept. 27
FOR MARSEILLES
Cordilliere ..... Sept. 3
Amazone ..... Sept. 16
Angkor ..... Oct. 1
FOR TRIESTE
Tracia ..... Sept. 3
Persia ..... Sept. 17
FOR BOMBAY
Soudan ..... Sept. 20
FOR BATAVIA
Rizi ..... Sept. 3
Tjisondari ..... Oct. 3
Kalfarli ..... Sept. 28
Simaloer ..... Oct. 6
FOR NEW CASTLE

Hotel Arrivals

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Mr. D. Renuart, Hangchow.
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KALEE HOTEL
Mr. C. B. Ponncey, Ningpo.
Mr. J. R. Pouncey, Ningpo.
Miss A. Polder, Hamburg.
Mr. H. Posar.
Mr. H. Schumfoter,
Mr. J. Haynes, Kiukiang.
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Mr. A. Button, Hankow.
Mr. and Mrs. A. Perry, Hankow.
Comdr. W. L. Beck, U. S. Navy.
Mr. E. T. Talledron.
Mr. J. Brunner, U. S. Navy.
Mr. de Viller, Shanghai.
Mr. and Mrs. J. H. Wallace, Foochow.
Mr. A. B. McKay, U. S. Navy.
Mr. W. W. Brock, U. S. Navy.
Mr. and Mrs. G. Tellier, Peking.
Mr. E. H. Small, Peking.

AUTOMOBILES

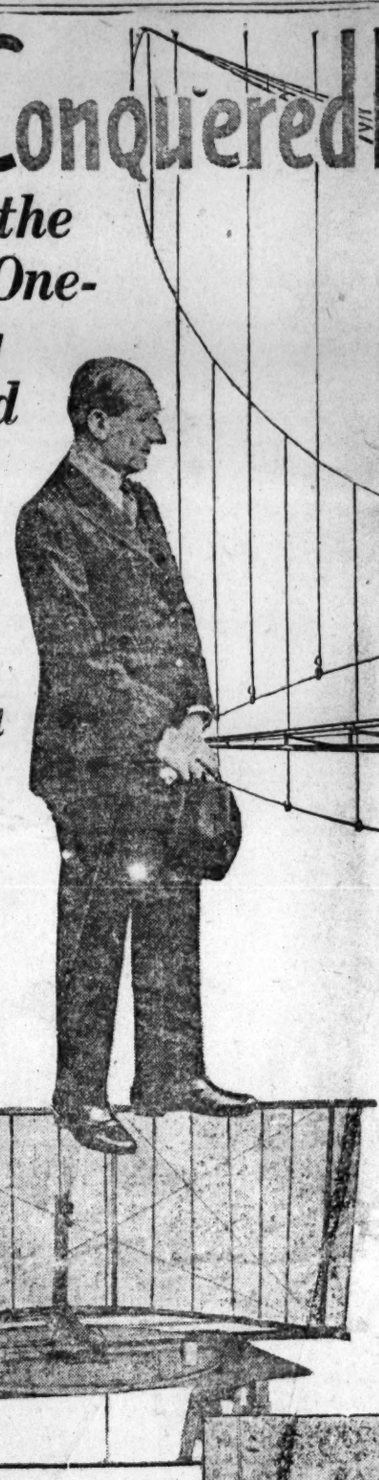
The China Press
大陸報

MAGAZINE

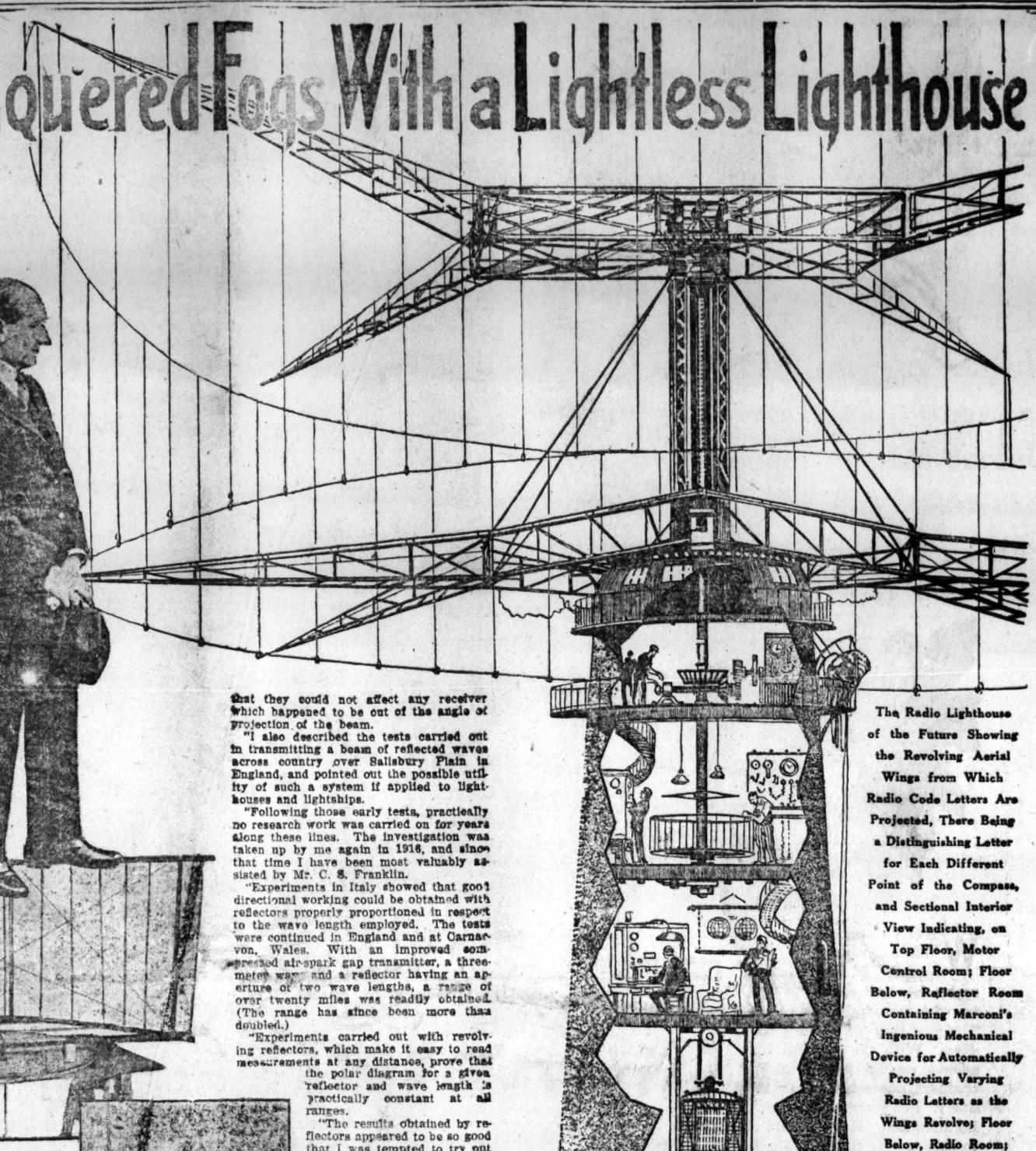
SHANGHAI, SUNDAY, OCTOBER 8, 1922

How Marconi Has Conquered Fogs With a Lightless Lighthouse

Revealing the Secret of the Wireless Wizard's New "One-Way" Radio Which May Supplant Light Buoys and Other Signal Devices Guiding Ships at Sea



Photograph of Marconi's Experimental Lighthouse Erected at Inchkeith, Scotland. At Right, Signor Guglielmo Marconi.



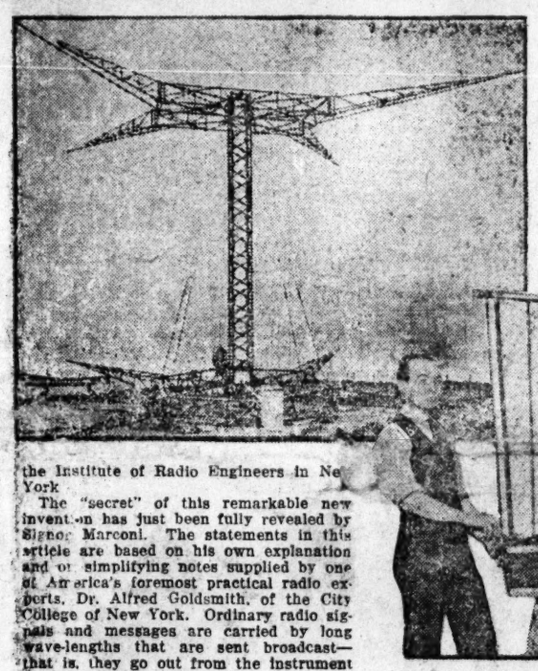
The Radio Lighthouse of the Future Showing the Revolving Aerial Wings from Which Radio Code Letters Are Projected, There Being a Distinguishing Letter for Each Different Point of the Compass, and Sectional Interior View Indicating, on Top Floor, Motor Control Room; Floor Below, Reflector Room Containing Marconi's Ingenious Mechanical Device for Automatically Projecting Varying Radio Letters as the Wings Revolve; Floor Below, Radio Room; Floors Below, Stores, Sleeping Quarters, Elevator, etc.

AND now the radio lighthouse!

A real lighthouse, set like a tower on the rocky coast, with searchlight and revolving reflectors, sweeping the sea in every direction with its flashes, just as lighthouses have done in the past, but sending out invisible radio waves instead of rays of light.

A lighthouse whose rays will pierce the thickest fog and enable a distressed ship to find its bearings, even though the ship's own radio transmitting apparatus has been put out of business by wreck or storm.

This is the latest invention of Signor Guglielmo Marconi, which he described fully in a recent lecture before the American Institute of Electrical Engineers and



the Institute of Radio Engineers in New York

The "secret" of this remarkable new invention has just been fully revealed by Signor Marconi. The statements in this article are based on his own explanation and on simplifying notes supplied by one of America's foremost practical radio experts, Dr. Alfred Goldsmith, of the City College of New York. Ordinary radio signals and messages are carried by long wave-lengths that are sent broadcast—that is, they go out from the instrument in all directions.

The radio lighthouse is based on an invention by which short wave-lengths are used and sent out in a single direction like the beams of light from a searchlight or a bull's-eye lantern. In the case of light, the thing that concentrates the rays and sends them out in one powerful beam is a combined reflector and lens.

In the case of the short-wave radio signals there is, of course, no lens, but a real "reflector" is used, just as in the case of light rays. Instead of being a concave, shiny surface, it is a concave arrangement of wires, before which the sending instrument is set, just as a lamp or electric light is set in front of a polished reflector.

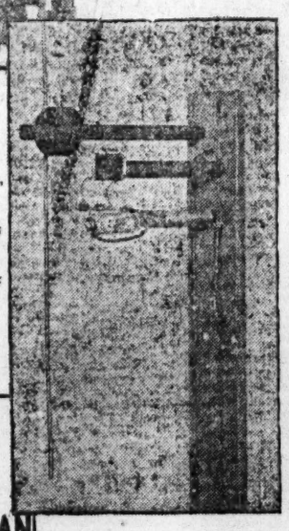
This reflector is mounted on a revolving tower, operated by machinery, and slowly turns the complete round, sweeping the sea in every direction with its invisible radio searchlight vibrations. By another mechanical device a different code letter is sent out on these uniform wave lengths for each point of the compass toward which the reflector is turned.

When the reflector sweeps a ship at sea the ship's wireless operator can tell, from the particular code letter or signal he is receiving, precisely from what angle or direction of the compass the message is coming.

From a second similar radio lighthouse at another point on the coast (signals from two different points are necessary to this process) the ship picks up another vibration. It identifies this and gets its exact angle from the code letter.

With these two signals, by the simplest of all processes of triangulations, the navigator gets his exact bearings. He needs neither complicated instruments nor logarithms nor other mathematical formulas. All he needs is a chart on which the two lighthouses are shown and an ordinary pencil and ruler. He draws a line from one lighthouse at the angle of the compass which the code letter has indicated, and draws another line from the other lighthouse in the same way. The point where the two lines cross is the point where his ship is.

There are already in existence excellent coastal radio signal stations by which ships can get their bearings at sea. One is called the "Radio Compass," and numbers of these stations are now being operated by the navy, both on the Atlantic and Pacific coasts. The other is called the "Radio Beacon," and is operated at a number of points along the Atlantic coast by the United States Department of Commerce.



Above, Small Experimental Model of the Searchlight Reflector for Radio Lighthouse, and at Right, Short Wave Length Receiving Apparatus, the Only Radio Equipment a Ship at Sea Will Require in Getting Its Bearings from Two Radio Lighthouses.

In the case of the radio compass system, however a ship, in order to get its bearings, must have both a transmitting apparatus and a special "loop" receiver. Signals must not only be received, but exchanged as well, before the bearing can be taken. In the case of the radio beacon the ship needs no transmitting apparatus, but still has to have the special "loop" receiver.

The loop receiver is a circular coil of wire (shaped like an ordinary coil of rope) wound round a wooden frame. The frame stands on a revolving pivot. By slowly revolving the frame it is possible to tell from precisely which direction the message is coming; the message is faintest when the loop is broadside to it, and strongest when the loop is pointed, edgewise, directly toward it.

Diagram Showing How Fog-bound Ship Gets Its Exact Bearings from Radio Signals Projected from Two Lighthouses on Coast.

In the case of the radio lighthouse the ship needs nothing whatever but a receiving outfit of the ordinary kind. It is not necessary for it to exchange signals with the lighthouses. It can get its bearings even if its transmitting apparatus has been completely destroyed. It requires no special loop. It doesn't even need wires strung from mast to mast. The simplest form of receiving equipment is all it needs—a metal bar about ten feet long, cut and clamped in the middle, and a pair of telephone ear receivers.

In describing the invention, for which he gives great credit to the assistance of Mr. C. S. Franklin, a British Marconi engineer, Marconi himself said, in the course of his lecture before the engineering societies:

"As far back as 1899 I showed how it was possible, by means of short waves and reflectors, to project radio rays in a beam in one direction only, instead of allowing them to spread all around, in such a way that they could not affect any receiver which happened to be out of the angle of projection of the beam.

"I also described the tests carried out in transmitting a beam of reflected waves across country over Salisbury Plain in England, and pointed out the possible utility of such a system if applied to lighthouses and lightships.

"Following those early tests, practically no research work was carried on for years along these lines. The investigation was taken up by me again in 1916, and since that time I have been most valuably assisted by Mr. C. S. Franklin.

"Experiments in Italy showed that good directional working could be obtained with reflectors properly proportioned in respect to the wave length employed. The tests were continued in England and at Carnarvon, Wales. With an improved compressed air-spark gap transmitter, a three-meter wave and a reflector having an aperture of two wave lengths, a range of over twenty miles was readily obtained. (The range has since been more than doubled.)

"Experiments carried out with revolving reflectors, which make it easy to read measurements at any distance, prove that the polar diagram for a given reflector and wave length is practically constant at all ranges.

"The results obtained by reflectors appeared to be so good that I was tempted to try out my old idea of twenty-six years ago, and test the system as a position finder for ships near dangerous points. This is now being done in Scotland through the courtesy of Messrs. D. and C. Stevenson and of the Commissioners on Northern Lights. Trials are being carried out under the supervision of Mr. Franklin with a revolving reflector erected at Inchkeith Island, in the Firth of Forth, near Edinburgh. The transmitter and reflector revolving act as a kind of wireless lighthouse or beacon, and by means of the revolving beam of electrical radiator it is possible for ships, when within a certain distance, to ascertain, in thick weather, the position of the lighthouse.

"The experimental revolving reflector was erected and the first tests were carried out with the S. S. Pharos during the Autumn of 1920.

"The reflector was caused to make a complete revolution every two minutes and a distinctive signal was sent every half point of the compass. It was ascertained on the steamer that this enabled the bearing of the transmitter to be accurately determined within one-quarter point of the compass, or within 2.8 degrees.

"By means of a clockwork arrangement a distinctive letter is sent out every two points, and short signs mark intermediate points and half points; and this is done in practice by contact segments arranged on the base of the revolving signal, so that a definite and distinctive signal is transmitted at every half or quarter point of the compass."

Radio experts are now engaged on plans which may put the Marconi "lightless lighthouse" in use the world over.

When Summer Birds Fly Southward

FASHION counts its seasons by nature's law. Fall fashions are officially ushered in when the Summer birds begin to fly southward.

It is at this time of year that the contents of bandboxes, kept secret during the months of designing, are opened wide to the style world for all to see. From their depths come the first millinery confections of the Autumn. These hats are designed to meet the needs of every occasion and offer a charming selection with which to begin the season.

WHEN Summer birds fly southward, Paris makes her first offering of Autumn millinery models. This year they are decorative, indeed. With the graceful lines adapted especially to the various contours, one could ask no more of millinery. For women always look to becoming lines first. It is the duty of one's hat to enhance the charm of the features.

The brim of the chic model with its drooping, lacy veil is slashed into five parts and gracefully curled back from the face to reveal milady's smiling countenance. Each section of the brim boasts lines of colorful stitchery and lends a delightful background for the lace veil floating so gayly from this toque.

Quite as effective as it is serviceable is the smaller chapeau of crepe de chine garnished with the new feather called crosse. It protects the eyes from chill winds and endures with ease the ravages of wear.

Velvet and mole unite to form a fascinating combination in the model which rolls, ever so gently, from the features. If you are of the brunette type, face your chapeau with a becoming shade of red, green or white. If you are blonde, any of the shades of violet or blue will be charming for you. One wing of the mole fur flaunts its luxurious surface to the wind, adding a dash of piquancy to this otherwise simple shape.

If you would boast a flawless complexion to an admiring world, a chapeau of plain, dark velour will be your friend. The model shown asks only for its trimming, two aluminum pins and a rolled band of aluminum ribbon to lend sparkle to its sombre tone.

Restaurant hats are different. Illusion is their keynote. And one is privileged to choose what she will for the chapeau she would wear. The chapeau featured today combines metal lace with sheer tulle so skilfully that the effect breathes illusion itself.

The new autumn veils, too, add their charming note of illusion. Any woman's features are more attractive when viewed through the right veil. For those of delicate features there is the Lacy veil, while heavier silver mesh is a favored veiling for the smart new tricornes.

FASHIONS -:- *New Fall Styles Now Appearing*

New York, September 12.—The French openings have been held, but we have no intimation of what they presented except a few short cablegrams. They are still going on. We have a few stray hints of the course that fashions will take in the coming season, especially the conservative fashions. And, after all, it is these which will be the most acceptable.

We have the first faint signs of what the styles will be and they are always thrilling. They signify so much, too, before our minds become involved with extra frills and flounces, for the ideas that one accumulates at this time of the year are apt to be sound. One can refuse to think and then take what the shops have to offer, but one will never be as happy in the result as if a certain amount of originality had been brought to bear, and one's own notions and conceptions had been added to the sum total of the tendencies of the newer styles.

Just now we can tell only a few of the salient features of the newer styles. We can study them until they become an every-day accepted part of the make-up of our ideas upon fashion, and then the things we buy and the things we decide to create with the help of our "little dressmakers" will be much more effective and much more in harmony with the mass of things.

Styles which have been lately imported from Paris contain many of the essential elements of the forthcoming modes. All of the skirts are long, even trailing. Several prominent actresses have returned to New York from Europe with their wardrobes for the coming season. All of them have had skirts as long as can be. They have fairly trailed upon the floor. They have been longer than the longest. But, after all, this is no special criterion, for a season's developments might prove frocks to be only of a moderate length, as the Frenchwoman's frocks are at the present moment. You must take your book and decide upon your own styles now.

A handsome black dress is made of heavy crepe, for this material still seems to lead the fashions for frocks of this character. It is embroidered in a succession of silver threads in motifs which repeat themselves all up and down the length of the frock itself. There is something about the contrast of silver against black which is most effective. There is an exquisiteness about the combination that is not to be equaled by any other combination of two colors. There can be very little of the silver and a vast quantity of the black and still there will be an artistic effect which has everything to do with the ultimate success of a gown.

There is a simplicity about all of the newer gowns that are being shown—a simplicity which demands that embroidery, if that is the accepted trimming, stand out alone as the one essential feature of the design. And if that trimming chooses to be silver, why, then, silver has the right of way. It is the keynote of the day. And it will carry off the honors, as far as they are concerned, relating to the trimming and the decoration of any gown which has to do with the present mode.

You will find, in planning your own wardrobe, that you can make use of this idea. You also will find that the contrast of one color against another does much to prove your decorative theory with nothing else in the way of trimming dragged into the consideration. You will learn that the contrast of one color against another will be most effective.

By this same dress it is evident that the sleeves will not be so wide or so voluminous as they have been. They have reached a much more normal basis in line with the return to the standardisation of fashion which so many of the newer models have made observable. However, the sleeves must be narrower than they have been and in their narrowness conform with the general design of the gown.

An evening dress is constructed along simple and long lines. There is, first of all, a straight slip foundation and over that a series of draped panels which Tokio indicating would seek to serve as the drapery of the skirt and, at the same time, for the trimming. The gown itself is made of chiffon in a delicate orchid shade and over that there are imposed two draped panels made of silver cloth woven with an orchid thread, which makes the metalised material harmonise more or less clearly with the color of the foundation of the evening gown itself.

As is the custom with these gowns for dinner and for the evening there are no sleeves visible. There are merely straps over the shoulders made of orchid and silver beads, mixed with black in such a way that they give a real tone to the trimming of the gown.

At the girdle there is that same combination of beads which makes a pattern and a motif at that point and which drops from its sides two long strings with tassels affixed to their ends. They and the girdle which sends them forth are the real decorations of the costume for in the beads which are used there is an embodiment of the colors used in the gown. There is the silver and the orchid and the purple and subtle shades which come in between.

One of the beauties of the modern gown is its simplicity, coupled with a certain tendency to incorporate embroidery and decoration. It is not possible this season to have too much decoration on a single gown, but if it is done circumspectly, a great deal of applique or embroidery can be confined within a small space.

For the evening dress there is nothing to distinguish it as much as drapery. The materials are as handsome as any fabrics which have made their debut from antique times until modern ones. There are exquisite brocades of silver and gold and vivid colors. Of course they cost a fortune per yard, but then a very few yards of them will make the gown and there need be not the slightest degree of trimming. In the design of the fabric itself there is quite enough to make the gown notable and there need not be the slightest trimming. The fact is that trimming would spoil the effect and that anything the least fancy added to the plain straight lines of the gorgeous material would be a superfluous addition.

Many of the girdles for evening gowns are made with a motif over the stomach. Some of them are made of a composition of many and various colored flowers fashioned from the colored ribbons. Then, instead of streamers of beads there are streamers of the various colors of ribbons that hang from the motif of flowers. In any case these motifs and the streamers which hang from them are the only decorations which the gown boasts, but the colors are so artistically and practically chosen that they constitute the decoration without any other help.

Under the modern method of dressing everything is done to make the trimming of the gown harmonise with the earrings and the stockings and the slippers and, perhaps, scarf or any other extraneous decoration which is used as a part of the costume. These extra bits are never put on, regardless of the gown and its trimmings, but they are, on the contrary, purposefully harmonised with the gown as it exists and, in the end, they are able to carry out the effect of that gown in such a manner that they help materially to produce the general effect.

It is the same way with the straps over the shoulders. Most every dinner or evening gown has a pair or at least one of these straps, and although the space occupied by that bit of decoration is extremely small, still it serves to accentuate the character of the gown in such a way that the small bit of trimming become a pertinent part of the design as a whole.

Another thing that is coming from Paris is the separate blouse, which makes a coat or something that resembles a coat. One of these being shown is made of a combination of plain satin and a piece of printed satin applied as a sort of a side undervest, and at the same time serves to face the sleeves which are slit to the elbow. In this way a decorative sort of blouse is obtained, and it can be worn, often with the sort of separate skirt which you happen to have about the house, having worn it for many years with blouses which were more or less satisfactory.

The jacket blouse is really one of the hardiest notes of the season, for it promises to carry off all the honors and to lift the silhouette right out of the class of one color from head to foot into the class where the colors are somewhat divided at the waistline.

There are jaquettes made of all manner of printed silks with plain silks for their linings and furs or imitation furs used for their high and tightly fitting collars. The blouse portions of these costumes are, in the main, quite colorful, and the skirts are made of plain materials either in woolens or in silks. The jaquettes need not be nearly so involved but they must, for all that, have the elements of being a contrast to the skirt that is worn below them. There can, for instance, be those jaquettes which fold closely about the hips. Then there are those which are made in the box coat manner and which have to be worn with those very plain black satin skirts that are pleated in wide pleats or are done in accordion pleating, which is a much easier and more usual way of getting the same effect.

You will find that the separate waist and skirt idea as a Fall proposition is one of the things which will take a fast hold upon the fashion-loving public. Already there are pertinent signs in that direction. And the idea promises to grow with the onset of cool weather so that there will be no doubt that the woman who chooses this style will find herself in that happy band of females who call themselves the leaders of fashion.

Out of the mixture of the newer fashions that are being presented to the public as advance models we glean the following leading facts which are pertinent to the development of the Fall fashions and which will be more than useful to any one who has to have her clothes designed at the present time.

Long skirts there will be beyond the shadow of any doubt, but they can have interstices of short spaces incorporated in their making so that at one point they will be quite short while at exactly the opposite points they will fairly be trailing on the ground.

Many of the Fall dresses will be made up on a combination of two materials, say, velvet and silk, or velvet and wool or silk and wool or silk and fur fabric, or velvet and real fur. When this is the case there will be little or no extraneous trimming and the contrast of the two fabrics will be used to develop the trimming interest of the gown.

Waistlines will be long—well over the hips—and they will at that point be adorned with trimmings of beads or twisted ribbons or velvets made into rools or any other sash material which happens to harmonise with the general interest of the gown itself.

The neckline will, in all cases, be as plain as possible, the batteau line being the one which is most favored from among them all. At this point these will be absolutely no trimming but the line of the gown left entirely plain will be left to hold the honors for the costume at that point.

Sleeves will be wide and long. They will be embroidered heavily and often the embroidery applied at this point will be the only sign of trimming in that direction. There will be the whole plain gown which is embroidered in many startling and vivid colors over the sleeve ends and which will have the rest of its surface nothing but a plain color and a chaste line to make it famous.

Girdles and sashes will be very much a fashion of the modern gown. They will be colorful in themselves and even when the gown itself is sombre in its expression the girdle will serve to add some hint of a vividness of expression.

Household Hints

Add vinegar to the water in which table glasses are rinsed. It will give an extra brilliance to the polish.

* * *

If, when washing curtains, a little milk is added to the blue water, they will look like new when they are ironed.

* * *

Suet keeps best when covered with flour. It is quite safe to bury it in the flour bin. It will not leave odor or flavor behind.

On Chronic Worry

BY BRICE BELDEN, M. D.

One's first ride in an airplane would probably not be a thing of unalloyed joy; there would be trepidation, apprehension, palpitation, etc., in the case of most persons. But the nervous system of man is a mechanism of wonderful adaptability, and that which at first inspires terror may become a positive pastime after one becomes familiar with the experience.

Now, it is quite obvious that if the physical and mental disturbances incidental to the experience cited above were to continue, instead of giving place to normal body functioning, a most morbid state of affairs would exist, yet something of the sort, differing chiefly in degree, operates in the case of chronic worriers.

Worry, in other words, is a distinctly abnormal emotion when it usurps and nullifies the normal play of our faculties. Healthful life is paralysed by it. It is our job to keep our emotional faculties in a properly elastic condition, just as it is our business to keep our muscles responsive to all physical demands.

If the chronic worrier realised what a handicap worry is, he would abondon the habit, for habit it is, and cultivate geniality, helpfulness and unselfishness, which are mental and physical assets—and actually easier to cultivate than worry. Why people so often deliberately adopt the devastating habit is sometimes a bit of a mystery.

HOW TO "GROW" A NEW COMPLEXION

These are the days of "bustling." In a week we see and do more than our grandmothers did in a year. We are gradually turning nature to be our servant: we use her great forces against herself. We have conquered sea and sky, now our doctors are fighting not only disease, rejuvenating human beings by the injection of animal glands but as yet, only the few can avail themselves of the treatment.

There is, however, one secret of perpetual youth that is in the reach of everyone. Scientists now realise that the only way of keeping the skin young and fresh is to examine Nature's methods and to find some way of imitating her.

In order to explain the new method of keeping the complexion perpetually youthful, one must understand something of the nature of the skin. A baby's skin is always clear and smooth because the outer layer is always invisibly peeling off, and new layers are forming just as fast underneath, so that the exposed skin is always fresh, unwrinkled and "new."

For the first few years of our lives, this peeling is a purely natural process, but as we grow older, we gradually lose the power of throwing off our old soiled outer skins, so that our complexions become lined and yellow, and the new skin has no chance to show itself.

A few years ago, a scientific chemist realised that a little-known substance called mercolised wax, was exactly what was needed to "keep nature up to the mark." It appears that this substance, which is now universally obtainable gently and painlessly assists nature in throwing off the soiled outer cuticle. The skin is thus perpetually renewed, and its clear youthful complexion can be preserved to any age. (Advt.)

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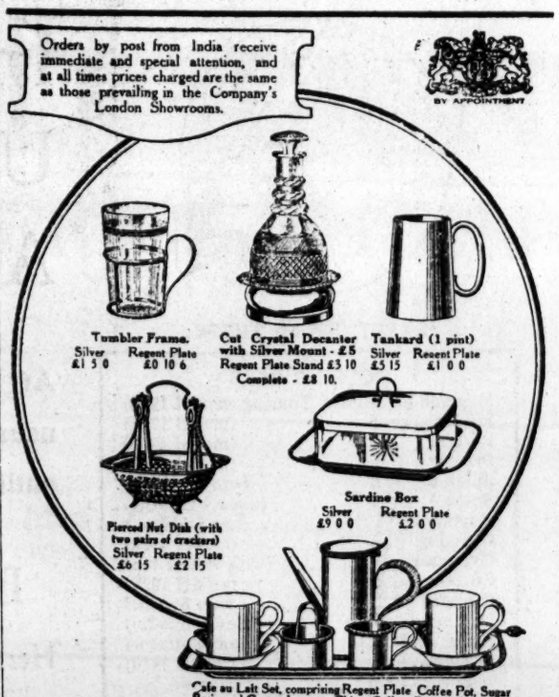
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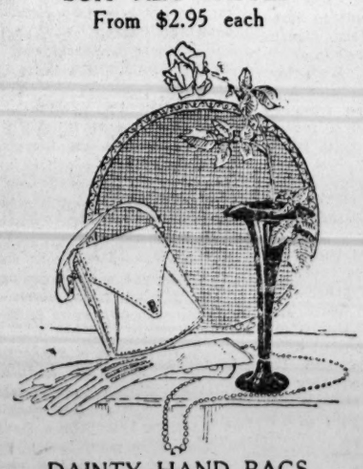

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AUTOMOBILES

SHANGHAI, SUNDAY, OCTOBER 8, 1922

New Styles Anticipated At New York Auto Show

New York, Aug. 27.—With the opening of the closed car show in Grand Central Palace less than a month off, renewed interest will be given to the styles set for the motor vehicles of 1923. This interest has already been stimulated to an exceptional degree for the Summer season in the continued announcements of new types and models during the last month. The closed car show, opening Saturday night, September 23, and continuing through September 30, comes at a particularly opportune time, as scores of prospective buyers contemplating the use of a car in the city during the Winter months will be keen to inspect the new year's output with their many refinements.

Prices of reliable and comfortable closed cars throughout the industry are cheaper today than at any previous time in the history of the industry. Since 1917, when they comprised about 4 percent of the total automobile production in the United States, their output has steadily increased, rising to 7 and 10 percent, respectively in 1918 and 1919, then making a big jump to 18 percent in 1920, while in 1921 the closed car production was 25 percent of the total.

In discussing the liberal production program by the Detroit factories for the coming year, the correspondent of Automotive Industries says:

"The central thought is to provide more room for the production of closed cars. In this expansion body and car makers are both participating, the former, however, on far the larger scale. By the Spring of 1923 body manufacturers should be equipped with ample space to meet whatever demand for closed cars develops, and indications are at this time that the demand will run from 50 to 60 percent of all cars produced. Demand in the cities, it is predicted, will run from 60 to 75 percent for closed vehicles.

"Bodies are now coming into Detroit from all sections. Despite the scattering of production into many hands, and the addition of freight rates which must be borne closed car prices are lower now than ever before. This is due to improved manufacturing methods and the development of new types which permit of a reduction in operations."

The closed car show, which will open the motor vehicle series of exhibitions in the metropolitan area, will be conducted under the auspices of the Automobile Merchants' Association of this city. Some of the plans were briefly outlined recently at a luncheon in the club rooms of the association, 1,845 Broadway, presided over by Harry W. Gaston, Vice Chairman of the Show Committee. So generous have been the responses from local dealers for space that the event is already certain, it was said, of being one of the best motor car exhibitions ever held in this city. All of the latest closed car models of the well-known makes will be seen, and in color schemes, artistic lines and various mechanical changes many of them will present striking departures from former types.

Governor Miller will be invited to open the show and it is planned to send a personal invitation to him at Albany by hydroplane, flying from New York a few days before the opening night. On Wednesday, September 6, the exhibitors will meet at the association rooms to draw for space. Choice of the first twenty spaces will be determined by auction and the remaining spaces will be allotted according to the policy of the National Automobile Chamber of Commerce in accordance with the production schedule of the various cars as of July 1, 1922.

Charles H. Larson is Chairman of the Show Committe, the other members being Harry W. Gaston, Hugh T. Porter, W. C. Poertner, Lee J. Eastman, Harry W. Houpt and Eugene P. Herman. Mr. Houpt is Chairman of the Committee on Decorations and T. F. Moore will be show manager.

Among some of the interesting new models which have recently been placed on view or will be very soon in their respective salesrooms are the Peerless, Marmon, Buick, H. C. S., and Okland; while those who appreciate something distinctive in body colors will find something of peculiar interest in the artistic treatment shown in the display of several new Wills Sainte Claire cars in the local salesroom. All of these makes in their best closed car models and many others that might be mentioned will be in the September show and visitors will have the opportunity of inspecting them all at one time and making comparisons. That is one of the valuable features of a representative motor show, as it brings together all of the standard cars for careful study.

The price reduction wave in the industry seems to have run itself out. Recent price changes of the last few days have shown increasing tendency. The Mitchell, H. C. S. and Norma have made advances. The Mitchell sedan being increased in price by $250 and the H. C. S. sedan by $325. The Lincoln car, now controlled by Henry Ford, recently advanced the coupe price to $4,400, an increase of $500, due evidently to enlarging the wheelbase from 130 to 136 inches. All of the Lincoln models except the coupe have been remodeled on the 136-inch chassis, and the Ford Motor Company has decided to abandon the small coupe type. The Lincoln sedan, on the other hand, has been lowered to $4,700, a reduction of $300.

More Courtesy Needed Among Motor Drivers

Co-operating with the Chicago Automobile Trade Association and the National Automobile Chamber of Commerce, the American Automobile Asociation is launching a campaign among its members for more courtesy between automobile drivers. The A.A.A. feels that the motorist is already overburdened with multitudinous traffic regulations, many of which it is practically impossible to avoid breaking at times. The association feels that more courtesy among drivers of motor vehicles would tend to eliminate much of this breaking of regulations.

Careful study over a period of years has convinced officials of the A.A.A. that minor accidents are, in certain instances, unavoidable, and it is felt that a little additional courtesy between drivers whose cars are involved in such accidents would be successful in eliminating a large percentage of friction and trouble that usually follows such events.

"There is a certain fraternal bond among men who drive automobiles," said Dai H. Lewis, acting executive chairman of the A.A.A., and this fraternal bond could be largely emphasised through a little additional courtesy. Accidents occur at social functions, at theaters and, in fact, in every place where the public meets, and courtesy and good breeding prevent the least suspicion of trouble.

"The largest public gathering in the world is that of automobile drivers on the highways of the Nation and certainly the same courtesy that prevails in other walks of life should prevail here. A few softly spoken words when a minor accident does occur would often turn a potential lawsuit into a lifetime friendship, for there is nothing that draws men together like a willingness to assume the blame, even when one knows that he is not entirely at fault.

"I believe that the automobile courtesy campaign now being launched by the A.A.A. in cooperation with the Chicago Automobile Trade Association and the National Automobile Chamber of Commerce, will go further toward making the roads and streets of our country safe for both motorists and pedestrians than all the laws that could possibly be evolved."

Packard Sales Large

Detroit, Aug. 5.—The Packard Motor Car Company's sales for the third quarter of the company's fiscal year, comprising the period from March 1, 1922, to May 31, 1922, totaled 4,305 vehicles and amounted to $11,226,958.

The net profits of the company from operations for the quarter were $317,959.

These earnings for third quarter reduced the company's loss on account of operations during the first six months of the fiscal year so that the net loss for the nine months, including branch operations, amounts to $456,588.

During the third quarter factory inventories were reduced from $9,527,575 to $6,144,289, and inventories at the company's factory branches from $7,250,487 to $5,117,015, or a total inventory reduction during the three months of over $5,500,000. The company's holdings of cash, United States government bonds and other marketable securities now amount to over $15,800,000, an improvement in these items during the three months period of about $5,000,000.

Says President Macauley: "During May, the last month in the third quarter, the company began for the first time to receive the benefit from the sales of its new light six car and from other products manufactured from material purchased at current low price levels. Profits for the month amounted to about $430,000. The month of May, therefore, more nearly represents the company's earning ability rather than the previous months. These profits, when taken in connection with the company's present daily shipments of vehicles and the volume of business now being received, indicate that the present year as a whole will be a profitable one."

PACKARD BONUS PLAN

As a reward for accuracy and pride of workmanship and to stimulate production the Packard Motor Car Company has established a new bonus system for workers at the plant.

The new plan takes the place of individual bonuses paid by the Packard for a number of years among all bonus plans that have been tried in American manufacturing.

Big Output Is Reason Given For Price Cut

Quantity Production Allows Builders To Reduce Cost Of Cars, Says Chadler

"A most amazing reversal of generally accepted economics explains the midsummer reductions of automobile prices," says Fred C. Chandler, president of the Chandler Motor Car Company, in a letter to J. McM. Wetmore of the Chandler, Cleveland Motor Car Company in San Francisco.

"Generally speaking, what has come to be known as a buying strike on the part of the public is usually responsible for bringing down prices.

"This was the explanation of the great deflation movement between midsummer of 1920 and the beginning of 1922.

"The public declined to pay the prevailing high prices and withdrew from the market. Then prices came down.

"Exactly the opposite explains the present new low level of automobile prices. This reduction was brought about through big buying.

"The public has bought in such quantities that unexpected economies were made possible. As a result, we have the present new range.

"No manufacturer foresaw such a development at the beginning of 1922, when new prices were set.

"All of them went as low as seemed possible, based on the volume of business in sight.

"Among manufacturers there was a general opinion that these prices would stand for the whole year.

RUSH OF TRADE

"Then came a rush of business based first on the necessity of the automobile in relation to the everday life of the typical American family, and, second, on improving business, which brought into the market many buyers who had been waiting two years. This changed the whole situation and warranted new prices.

"The genius of the American automobile industry has been in the ability to reduce prices through quantity production.

"Manufacturers have not hesitated to cut their profit to get volume, and thus to share with the public the benefits of expanding business.

QUANTITY OUTPUT

"Since lower price is made possible only by quantity production, and since no one expects the last half of any year to match, in volume, the first half, it seems reasonable to believe that the low basis of automobile prices has finally been attained.

"The Chandler car in its entire history has only once been priced as low as at present, and the car of that date fell far short of the present models."

Truck Service System Unique

Truck service has come to mean more and more throughout the United States, and the world, for that matter. An economical hauling unit must be kept moving at all times in order to make money for the owner.

"If a truck is out of service for any length of time it means a loss to the man who owns it," points out George E. Clarke Pacific Coast supervisor of the Republic Motor Truck Sales Corporation.

"In order to eliminate the chance of this sort of thing we have inaugurated an inspection service that means much to owners. We send out postcards at stated intervals to every Republic truck owner in San Francisco and make an appointment to look over his truck. The owner mails back the return part of the card, telling us when it is convenient for him, and our man is there at that time.

"This inspection is made once a month in the city and surrounding territory, irrespective of the age of the machine. The inspector travels in a Republic truck. This man looks over the equipment, tells the owner what is to be done to put it into first-class condition and goes on his way. If there is nothing to be done, or there is some slight adjustment, the inspector does that right then and there."

NEW END GATE

An end gate for motor trucks has been invented that can be lowered to the ground to help hoist loads into the bodies of vehicles.

Auto Trade Continues Strong In Honolulu

Honolulu, September 17.—The automobile business in Honolulu refuses to slump. Coal strikes and railroad strikes have still failed to leave their mark here and local dealers remain in an optimistic frame of mind. While it is true that shipments are somewhat hampered, conditions on the mainland have not been felt here to any appreciable extent. Sales during the week of September 11 amounted to something like 75 cars, 90 percent of this number being new models.

Most of the dealers appear to have some exceptionally good bargains in used cars. A glance through their garages and salesrooms show quite an array of all makes of used cars with prices ranging from $400 to $1,500. The reason is that quite a number of owners are turning in their cars for the new ones.

On the mainland business has fallen off to some extent partly because of the strikes and partly because of the vacation season. At this time of the year thousands of people are enjoying a lay off while certain industries suffer accordingly. This phase does not strike Honolulu as much as it would were it on the mainland. The majority of those taking their vacations here do not leave the islands. Hence business does not receive any noticeable effect.

Since the first of April something like 3,000 cars have been sold, 2,000 of this number being used cars. This number is based on the registrations in the hands of the city and county treasurer's office.

An increase in the number of accidents has been recorded since the first of the month, according to the insurance companies. The majority of these have been of a minor nature. It is said that the increase in the number is due to the sudden appearance of rain the last few days. There has been an average of about six accidents a day. Ordinarily only two a day are reported. Another reason advanced for the increase is that pay day for a number of large concerns fell on the first of the month and, although prohibition is supposed to be in our midst it fails to put in an appearance on pay day. Hence some of those fortunate to own machines who draw their salaries on the first and fifteenth often steer a crooked course for home. If the course is very crooked it often ends at a telegraph pole or somebody else's car.

Durant Plans For New 'Six'

The addition of a popular price six-cylinder motor car to the line of the Durant enterprises, has been announced by W. C. Durant, President of the Durant Motors, inc.

The new car, to be known as the "Flint" was ready for public inspection about September 15, and for delivery January 1, 1923. The price has been established at $1,180. The manufacturing company, the Flint Motor Company, will have a capitalisation of $5,000,000. Application for its charter was filed at Lansing, Michigan.

Indiana Shows Gain In Autos

Passenger car licenses issued in Indiana up to July 17 exceeded those given out in the same period last year by 79,481, the total number this year being 381,184. Truck licenses in comparing the same periods have increased from 35,440 to 43,579.

Taylor Garage Starts Service With Hire Cars

James B. Taylor, for several years with the Central Garage, is now operating a hire service in connection with the new garage he recently opened in the French Concession.

Mr. Taylor announces new hire cars on call at all hours of the day and night. The new garage is known as "Taylor's Garage."

Sudden Braking Destroys Tires

"The most your brakes can do is to lock your wheels," says a brake lining expert. "And you should be able to do this with your own car. But being able to lock wheels with your brakes is like being able to go 120 miles an hour, an indication of surplus ability to do the usual things with a good margin of safety.

"Use your brakes gently and as seldom as possible—not for the sake of your brakes, but because sudden or too frequent braking racks your car, destroys tires and is apt to cause skidding.

"Remember that your brakes can stop your car in a fraction of the time and distance required to get it up to speed. And this enormous power that is in your brakes should be used with care."

Auto Proves Tempting Morsel For Thieves

In twenty-eight cities in the United States 37,554 motor vehicles were stolen in 1921, and 21,273 were recovered. New York heads the list with 6,808 cars driven away by thieves, of which only 3,451, just a few more than half those stolen, were recovered. While Chicago followed closely with 6,799 stolen, the police of that city managed to restore 4,438 to their owners.

Coast Boasts Good Highways

Do you know that you can travel from Mexico to Canada through California, Oregon and Washington on roads that are good every foot of the way? It is so. California has paved concrete highway from San Diego to Redding and a good road to the Oregon line and is keeping it in good shape all the time. Washington is paying the road through that State, too.

"Several years ago there was much talk about a good road through the three Pacific Coast states, and this road is now a reality.

The road through California is paved concrete highway from San Diego, through the coast of Valley routes to San Francisco and then paved to Redding in the north. From Redding the road is in good shape and part is being paved now. Oregon has spent millions in the last two years making the highway through the state passable and now there is a road that is in excellent shape all year round.

Washington, too, has done its share, or rather is doing it now, and is building a road through the heart of the state that will end in Seattle.

The dream of the automobile owner of ten years ago is now realised, and before many more years have passed there will be more than one road connecting the three great Pacific Coast states.

That the roads are good is proved by the thousands of Oregon and Washington cars that have come to this state in the last few months. Those who have visited the northern states declare that there are almost as many cars with California licenses in Oregon and Washington now as there are Washington and Oregon cars in those states.

New Record For Tire Production

On Friday, August 18, a new production record was reached when 4666 tires and 5306 tubes were turned out of the big Los Angeles factories of the Goodyear Tire and Rubber Company of California.

The highest previous record was made on August 12 of last year when 4076 tires and 5000 tubes were produced.

H. E. Blythe, the superintendent of the Western Goodyear factory, in commenting on this remarkable record, says:

"Great progress in the perfection of automobile tires has followed the development and completion of laboratory apparatus that enables the tire designers to study intelligently and accurately various methods of construction and different kinds of materials."

BLOW YOUR HORN

Far too few motorists blow their horns when passing other vehicles. But there are not a few drivers, mostly possessors of small machines, who take great pleasure in making an awful racket when they are about to pass another machine. They seem to enjoy seeing the car ahead of them swerve quickly to one side of the road, believing, from the large noise made, that a fast machine or a truck is almost upon them and demanding the greater part of the road to pass. There are many and varied makes of horns used, but for pleasure cars a horn that seems to ask for the right-of-way rather than demand it would seem proper.

Tons Of Steel Used In Tires

Automobile tires are thought of in terms of cotton and rubber, especially by that part of the public that rides in cars. The extent to which steel enters into the manufacture of beads, one of the most important parts of the tire, is not thoroughly recognised, though it is used in tremendous quantities.

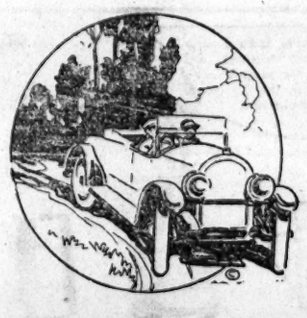
The Miller Rubber Company estimates that 41,250,000 pounds of fine steel will be used in the manufacture of the 33,000,000 tires that will be produced in America this year.

Glass Tanks On Trucks For Milk

The longest milk route in the U. S., if not in the world, is now using 1,500-gallon glass-lined thermos tanks mounted on trucks. It is reported that these tanks eliminate a large percentage of leakage loss. The milk arrives at San Francisco at a temperature only two degress higher than when it was received in tanks at the cooling station, thereby keeping the growth of bacteria down.

VIBRATION CAUSES TROUBLE

If a motor is subject to considerable vibration there is danger of the bolts becoming loose at the base. A wrench should be applied occasionally to make sure that everything is tight. If this is not attended to, almost anything may happen, from oil leakage to a wrecked engine.



SELECT FROM THESE:

TOURING CARS			
Hupmobile	5	Pass. Touring	(model 1920)
Studebaker	5	,,	(model 1921)
Dodge	5	,,	(model 1920)
Briscoe	5	,,	(model 1919)
Buick 6	5	,,	(run 4,500 m.)
Buick 4	5	,,	(used 4 months)
Haynes 6	5	,,	(run 6,500 m.)
Chandler	7	,,	(model 1920)
Overland	5	,,	(with winter top)
Citroen	5	,,	(model 1920)
Crossley	5	,,	(run 650 m.)
Delahaye	5	,,	(latest model)
Rover 25/4	5	,,	(demonstrator)
Delage ,,	7	,,	(model 1920)
LIMOUSINES			
Liberty	Limousine		(model 1920)
Buick 6	,,		(run 6,500 m.)
Overland 90	,,		(latest model)
Hupmobile	,,		(model 1920)
Dodge	,,		(model 1921)
King 8	,,		(slightly used)
Columbia	Sedan		(model 1920)
Studebaker	,,		(model 1921)
ROADSTERS			
Dodge	,,		(model 1919)
Wolseley	,,		(new model)
Studebaker	,,		(special six)
Hupmobile	,,		(model 1919)
Stearns	Coupe		(model 1920)
Chandler	,,		(model 1921)

In Shanghai Used "Cars" Are Different—

At Home the words "Used Car" are usually associated with a car which has outlived its usefulness.

But not in Shanghai—

Here, dozens of car-owners go on leave or are transferred every month. They sell their cars before leaving and as we are the largest dealers in used cars in China we get the first choice.

An Auto Castle Used Car is usually in better trim and smoother running than a new car. See us.

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Motor Signals Faulty

Automatic Devices Add More Problems To Highway Safety, Says Writer

BY FREDERICK C. RUSSELL

The increasing use of rear signaling devices and the consequent neglect of hand signaling is cause for alarm. Any motorist who has driven behind a signal-equipped car and noted the limitations of present devices, as well as the undue confidence most drivers place in them, will appreciate the fact that we are not working toward the ideal in signaling, perhaps even losing sight of it in a desire to try anything that seems to obviate the annoyance of waving the arm.

Perhaps this is because the ideal in signaling from car to car is not clearly understood. Because the simple "stop" signal attached to the brake pedal is automatic in the sense that it flashes "stop" when the motorist applies the foot brake, which is usually when he intends slowing down or stopping, car owners conclude that hand signaling may be dispensed with. That this mistaken notion of the ideal in signaling presents a new motoring hazard is only a matter of noting how inadequately most devices announce the changes in speed or course of direction.

One motorist was actually convicted of reckless driving and fined for causing a collision by warning the man behind that he was going to stop when he intended turning to the left. The motorist behind started to pass around to the left and a collision ensued. The Magistrate's decision was undoubtedly based on the law—now common practically everywhere—that correct signals of intentions to change the course or speed of the car be plainly given, but the man behind was guilty of contributory negligence in not having his car under sufficient control to prevent an accident after discovering the other man's error. The point for the motorist to consider, however, is that a misconception of the ideal in signaling was responsible for the situation that precipitated trouble.

Considered from a technical as well as a practical point, a signaling device, to be ideal, must be designed so as to give automatically and in advance of the act a warning of intention to stop or turn. It is obvious that neither our present hand nor mechanical signaling meet this requirement.

In other words, the motorist may hand signal his intentions far in advance of the act but, because he is likely to forget, there is no assurance that he will even signal after the act is begun. On the other hand, with a set of buttons for turning warnings and a brake attachment for "slow" and "stop," he may signal in advance of the act, but such forewarning will not be automatic. To date the only mechanical signals in common use which signal automatically are those which warm after the act has begun, and then only for the act of deceleration.

Why give a warning of stopping when it is perfectly apparent to the man behind that the car ahead is stopping? He can see the process of stopping. What advantage is a waving arm or a red flash then? A warning in advance of the act would have been a help—the warning he receives is merely an unnecessary reminder. The idea in railway signaling is to warn the engineer of trouble ahead before he sees it. If railroads depended only upon signals given from the rear of trains it wouldn't be safe to ride on them.

The person who devised a warning that would be operated by the speedometer missed this point entirely. Operation of the signal from the speedometer would be a step in advance of operation from the brake pedal, for the reason that the warning would be given regardless of whether the change in speed was caused by use of the emergency brake, jamming of the gears or collision. But the car would actually have to be slowing down before the warning would be given. This again would be too late.

For indicating turns one inventor plans to use a switch attached to the tie rod of the steering assembly so that the moment the wheels start to turn to the right, for instance, the signal would flash "right." But this is simply another case where the ideal is ignored. What is the use of warning the man behind that the car is turning after he is aware of it?

The importance of continuing to give hand signals even when cars are equipped with mechanical devices is thus evident, for while hand signaling is not automatic—and therefore not entirely reliable—it can be given in advance of the act. This is of first consideration. The proper way to use a simple "stop light" device is to depress the pedal—and flash the warning—before actually making the stop. The habit of signaling after the act is begun is far more likely to result in an accident than the occasional failure to signal at all.

Supplementing mechanical devices with hand signals, of course, applies specifically to the use of the simple "stop light" equipment. While it is possible to give a warning in advance of the act by depressing the pedal momentarily, a hand signal should be given simultaneously for safety's sake.

This is advisable because, since the brakes must be used to hold the car in check when going down hill and for slowing down, such devices give false alarms constantly. The man who follows a car so equipped is fooled once or twice into believing the car ahead is going to make a quick stop, learns that the flashing of the signal is unavoidable and thus is caught napping when the car actually makes a sudden stop.

Some motorists are solving this "false alarm," feature of the average "stop light" device by attaching a switch to both the clutch and brake pedals in such a way that the warning to stop is not given unless both pedals are depressed, which condition exists when a motorist is actually going to come to a standstill or slow down suddenly.

The time is coming when an automatic signal may be perfected that will operate far enough in advance of the act to forewarn the man behind. In the meantime the motorist should not expect too much of the devices now available. They are only designed to help.

AUTO TAX

A new 5 percent stamp luxury tax is imposed on motor vehicles in Belgium. Automobiles used exclusively for professional or commercial purposes are excluded.

BIG AUTO RACE

The Brooklands International Grand Prix possibly will prove the biggest event of Europe's racing season, but on account of restrictive sizes America will not be represented.

Tot Picks Her Own Machine

In these modern days, when women are asserting themselves socially and politically as never before, their influence is strongly felt in every branch of business. It is a common saying among automobile men, for instance, that the gentler sex controls about seventy-five percent of the sales of motor cars made today.

In the main this probably is true, but what is really more noteworthy is that the sex is beginning to "boss the job" when it comes to the purchase of an automobile, at a very tender age. An instance in point is given by the recent sale of a Hudson Super-Six Coach to little Virginia Lee Corbin of motion picture fame. This young lady not only selected the car that she wanted, but overruled her mother, proving that in demanding its "rights" the sex sometimes develops domestic friction.

As might be expected, the child, having been in the limelight of publicity for six years—she is now only 11 years old—exhibits a precocity that sometimes keeps her mother guessing. She has been a headliner on the Orpheum circuit for a year and just arrived in San Francisco recently to make personal appearance at the Granada Theater. Last February, while in Portland, she saw a Hudson Coach in the display room of the Oregon distributor.

Taking her mother's hand, the child led her into the store and critically examined the coach, which is one of the newest models of the Hudson line and powered with the new motor. She listened appreciatively while a salesman told her all about the car and asked many questions, several causing the salesman to laugh heartily.

"Mama," said little Virginia at length with an air of finality, "that is the car I want. We must buy it."

The young star travelled to San Francisco from Los Angeles, via the Coast route, in her new car, accompanied by her mother and older sister.

CONCRETE MIXER

A novel concrete mixer is mounted upon a motor truck and operated by its engine, and can be used to mix a batch of concrete while on its way to work.

Do Not "Crowd" Motor In Climbing

When going up a steep hill do not crowd the engine to see if you can possibly get to the top without shifting gears. When running very slowly (laboring) the sudden blows of the explosion acting against the resistance of the slow-moving crankshaft tend to flatten out the bearings, shortening their life, wearing them out, and making the engine knock long before it should under proper use. As it is an expensive matter to fit new bearings this is an important detail to attend to.

New Oil Gives Car More Power

"Have you ever experienced the sensation of driving your car with new, fresh high-grade oil in the crank case? Have you ever experienced this luxury? Could anything be more delightful?"

If you have never tried driving a car filled with nice, clean, fresh, high-grade oil, you have missed a real sensation. That persistent tap, tapping you could not locate entirely, disappears and there is a general smoothness in running which is really surprising. You also find your car has more power and is more flexible and that gasoline consumption decreases.

AUTOS IN PHILIPPINES

In the Philippines there are approximately 13,500 motor vehicles, or three cars for each mile of road.

Whole Nation Is Motoring Now

A nation-wide census that has been kept diligently by Overland officials reveals the rather startling fact that two-thirds, or more than 65 percent, of the people who have bought Overland cars this year are people who have never owned automobiles before.

Two-thirds represents almost the increase in production of the cars. "Add to this the fact that Willys-Knight is experiencing a greater popularity than ever and registers a greater increase in sales and production, and you have a few facts that indicate a healthy condition of the Willys-Overland interests all over the United States," says C. J. White of the Central Garage, agents here for Overland and Willys-Knights.

"Motoring will ever be on the increase just as surely as will the entire country grow. People nowadays are acquainted with the fact that automotive transportation is probably the most efficient and economical to be had, and motoring conditions are better with the passing of each month. Figuratively, the whole country is motoring."

SCHOOL BUS POPULAR

During the school season 140,000 children are transported by motor bus every day in North Carolina. Ninety-three percent of the children carried to school at State expense are carried in motor vehicles.

American School children residing in the French Concession ride to the North Szechuen Road Institution daily in the big China Garage Company bus.

TRIUMPH

"QUALITY FIRST"—the basic principle upon which TRIUMPH Cycles have always been constructed is the reason why to-day they stand pre-eminent as the ideal Cycle touring mount. In construction and finish TRIUMPH Cycles are the embodiment of supreme creativeness, and will give endless pleasure and satisfaction.

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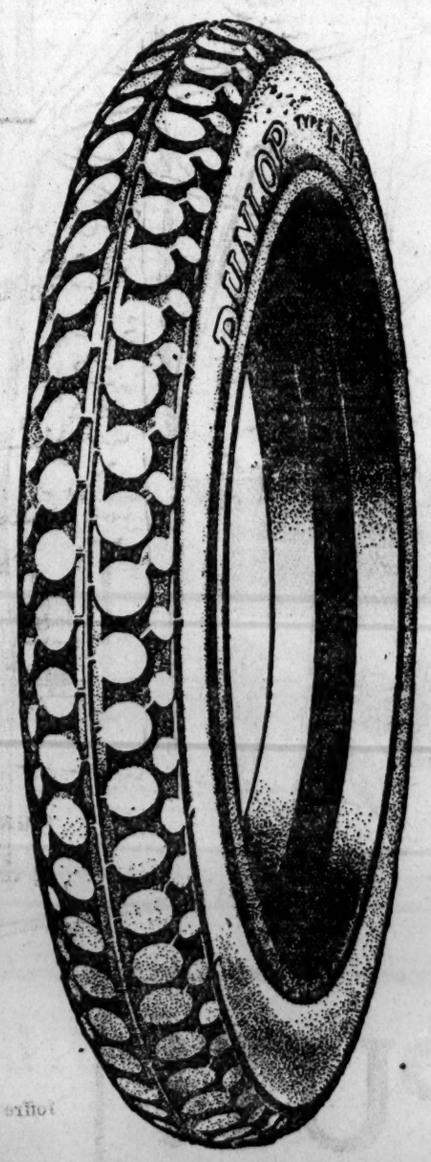

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Experts See Little In Water Gas Fuel

Cost Of Production Would Be Too Much To Make Prosser Invention Worth While

New York, Sept. 2.—The development of a new fuel, "water gas," accredited to Joseph Watrous Prosser, 214 West Sixty-fifth Street, by Elbridge Gerry Snow, President of the Home Insurance Company, and a group of associates financially backing Mr. Prosser, was minimised yesterday by men having expert knowledge of gas fuels, gas engines and mechanical engineering. All were agreed that the idea of fusing water and crude oil into a combustible mixture was old. They also were convinced by newspaper accounts of Mr. Prosser's experiments that the new fuel he says he has produced would cost too much to make its manufacture commercially worth while.

Among those who discounted the progress said to have been made by Mr. Prosser in the development of a fuel from the dissociated elements of water and oil was Collins P. Bliss, head of the Department of Mechanical Engineering of New York University. He asserted that it would take as much heat to disassociate water elements as would be produced when the elements were reunited in the combustible combination.

E. Hamilton of the Gas Engine Department, College of Engineering of New York University, likewise held that the energy expended in dissociating water was lost when the elements were reunited.

DOUBLE ECONOMIC VALUE

E. Howard Hoffman, consulting engineer, who specialises in oil burning, heating and ventilating and drying systems, when seen at his office in the Grand Central Terminal, said he had inspected the device of Mr. Prosser that he found evidence of excessive carbon showing incomplete combustion, and also noticed from the color of the flame that unburned gases were permitted to escape in quantities, which made him doubtful of the economic value of the burner.

John F. Farrell, attorney, 126 Liberty Street, said that he had found in a book printed fifty years ago a description of similar attempts made to dissociate water elements so that they could be made combustible.

"Mr. Prosser's invention, or rather application of a well-known process," said Professor Bliss, "will undoubtedly produce intense heat, if he can successfully dissociate water elements so that the hydrogen will unite with the carbon in the oil, forming hydrocarbon gases of varying heat intensities, while the oxygen liberated will burn either to CO or CO2 (carbon monoxide or carbon dioxide), depending on the completeness of the combustion.

"The interesting point about this chemical reaction, however, is that it takes exactly as much heat to dissociate water elements as is obtained when they reunite in the above combinations that will create heat. When hydrogen and oxygen are liberated in burning coal this is accomplished at a comparatively low temperature during the process of destructive distillation.

"In order for oxygen to combine and burn with either hydrogen or carbon, it must be at the temperature of combustion, which is slightly over 800 degrees Fahrenheit.

"To dissociate the hydrogen and oxygen in water takes four or five times this temperature; in fact, chemists have said if 5 percent of the hydrogen in water could be dissociated at any temperature luck would be with them.

PROCESS TOO COSTLY

"The manufacture of water gas and the burning of it in the same furnace is not uncommon, and years ago had been tried in boiler furnaces. Great claims were made for such inventions and certain results were obtained, but when the economy of such plans was investigated, it proved to be a case of pulling one's self up by the boot-straps, landing exactly where one started, but making a very creditable effort.

"There is no question about the value of oil as a heat-producing medium compared to coal, the ratio being roughly 18 to 12, by the time the two are doing work.

"The 'flash boiler' principle which the inventor utilises gives superheated steam and would tend to make the dissociation of the steam elements easier, and assuming that sufficient dissociation does take place to accomplish anything, the mechanical application of this chemical reaction, though ingeniously worked out, gains nothing.

"From the cold-blooded standpoint of economics, just as much energy is put in as comes out in doing what is claimed. Theoretically a sky-rocket possesses just as many foot-pounds of energy when it strikes the earth as the mechanical equivalent in heat put in for the purpose of causing a very pretty display."

Professor Hamilton, discussing Mr. Prosser's experiments, said:

"The so-called new fuel said to have been invented or discovered by Mr. Prosser is neither new nor destined to replace coal. First of all, the fuel is oil, not disintegrated water, water gas, permanent gas, nor any other fancy named article. Dr. Ballou, in his description of the apparatus for burning the fuel, states that the water in passing through the coils is 'raised to 900 degrees of heat.' Evidently he means 900 degrees temperature, since heat is measured in British thermal units, not degrees. Water raised to 900 degrees Fahrenheit, does not disintegrate as stated by Dr. Ballou. At that temperature it forms superheated steam, the degrees of superheat depending on the pressure. Since copper coils are used the pressure cannot be very high. Obviously the only part this superheated steam can play is in aiding the atomisation of the oil in the burner.

"An oil burner is nothing new. They have been used for years. Some of them employ steam for atomising purposes, others air. The steam used does not enter into the combustion process at all. Granting that Mr. Prosser can upset well established laws of physical chemistry and can dissociate water into its elements at 900 degrees Fahrenheit, what is there to be gained by it? The energy expended in dissociating the water is all that is given up again when these elements reunite. So, the best he can hope to do is break even and end up with the same water he started with, without obtaining any energy from it.

"Water is the product of a combustion, and regardless of what you do to it and regardless of who does it, it cannot be burned so as to produce energy in any form whatsoever. Oil on the other hand can be burned and will produce energy.

"This device is evidently an oil burner, which may or may not be efficient. If the words of the reporter are to be relied upon, the burner cannot be so very efficient since he states that the coils were blackened from the previous demonstration. This blackening undoubtedly was soot (carbon) which indicates incomplete combustion. There are many oil burners on the market at the present time which do give complete combustion. Although no mention is made of it, many of the coils so frequently referred to in the description of Mr. Prosser's contraption, undoubtedly are the coils of a water tube boiler in which he generates the steam he uses for power purposes.

"The engine which Mr. Prosser has installed in his truck is undoubtedly an ordinary automobile type steam engine. Twenty-six operating parts are about the usual number required in such an engine. It is absurd to compare an automobile steam engine with an airplane engine such as the Liberty. It is about like comparing a country bungalow to a city apartment house.

"Dr. Ballou states that the weight is less by 1,000 pounds, but he does not say exactly what is less. If he means the engine, then this engine must weigh less than nothing, for the majority of the lighter truck engines weigh less than 1,000 pounds.

SEES NOTHING NEW

"As for the elimination of universal joints, that is nothing new. It is doubtful if there is a steam car in existence at the present time that does have universal joints. And as for the elimination of the differential, that is nothing new, either. There is a steam-driven car on the market at the present time that has a separate engine driving each rear wheel, just as Mr. Prosser intends doing.

"As for putting a 160 horse-power engine in a truck designed for a 60 horse-power engine, it is too absurd to consider. How long will the rest of the truck last? Consider the strain on the rear axle and rear wheels.

"'The auto driver will no longer have to pause by the wayside for gas.' No. He will have to pause for heavy oil. For water. For a warming-up period (said to be about two minutes). And possibly—in fact, very possibly—for a burner cleaning out. Mr. Prosser, how often do you find it necessary to clean out your burner? How much trouble have you had with your boiler?

"Placing a 160 horse-power engine in a 60 horse-power truck and moving it through mud and up hills is no test for it. The real test is a laboratory one.

"How much fuel is used per horse-power developed? What is the efficiency of the engine? What is its capacity? Is it well balanced statiscally and dynamically?

"Having considered all of the features of this wonderful fuel, and still more wonderful engine, there seems to be no need for people who own stocks in existing companies to rush to sell those stocks. Nor is there any apparent reason why people should not get next Winter's supply of coal securely stored in their cellars."

PROCESS "OLD AS AGES"

Mr. Hoffman said he recently inspected the invention of Mr. Prosser, whom he had known for about a year, and that he realised immediately that Mr. Prosser was trying to perfect a process with which chemist and mechanical experts have been familiar for a long time.

"The process is old as the ages," said Mr. Hoffman, "and Mr. Prosser is only at the beginning of 'the dream of the century' as his so-called invention has been described. I saw the device of Mr. Prosser in operation, and what I noticed was an excessive deposit of carbon which furnished proof of incomplete combustion. The color of the flame also indicated that unburned gases from the mixture were being allowed to escape in a most uneconomical manner. Mr. Prosser who has used a burner in which I have been interested, asked me how we obtained the blue color of the flame given off. I gave him a simple explanation of the chemical process which made it possible.

"Mr. Prosser's burner for dissociating the elements of water was originally equipped with a copper tube. He tried to pass superheated steam through the tube at a temperature of 900 deg. F., with the result that the coil melted, as copper always does at that high temperature. Mr. Prosser then replaced it with a coil of steel."

"Very long ago," said Mr. Farrel, "they took water and by fire turned it into superheated (dry) steam and then passed that dry steam through a small platinum mesh which disintegrated the water (dry steam) into real gases and which combination of oxygen and hydrogen gases was mixed with a spray of crude oil under pressure and was burned, producing enormous heat. Such a machine was shown publicly in New York some ten years ago by the Aqua Gas Company, a Delaware corporation. The following is an excerpt from a book written some fifty years ago:

"'Bousfield, England, 1872.—It has long been known that a mixture of hydrogen and oxygen gases in the proportions in which they are combined in water, will, when burned, produce an intense heat, but, two obstacles have as yet prevented the burning of this mixture for general purposes. The first of those obstacles has been the want of an economical method of producing the gases for use, and the second obstacle has arisen from the tendency of the mixture to explode when burned in a jet or otherwise. It is a recognised fact that platinum gauze heated to a high temperature and water turned to superheated steam of a high temperature brought in contact, a decomposition of the steam takes place into its elementary gases H and O without loss to either or any harm to the platinum. By mixing the gases with carbon it produces a rich gas that can be stored or used for heat, light and power purposes, and when burned is free from danger of explosion. It also produces a heat of greater intensity than that produced by hydrogen and oxygen when brought together at the point where burning is effectual.'"

Wear In Car Causes Trouble

Wear in a motor car is like compound interest. When two surfaces that are supposed to fit snugly begin to develop play the increase of wear isn't slow and even, but grows worse mighty fast.

One reason is in the impact of a moving part. The higher you lift a hammer the harder the blow you can strike; the greater the distance between the piston and the cylinder wall, the greater the blow of the 'piston slap.' Furthermore when a fit is no longer snug, there is greater chance for road dust and carbon to get in and begin to grind.

That's why the modern motor is fitted to clearances so close as to be measured only in thousandths of an inch, so as to prevent the beginning of play and wear. But parts must not be too close for a film of oil to form between, and prevent friction.

Use Cap On Tire Valve Always

Don't make the mistake of taking it for granted that it makes little difference whether or not a cap is used on the tire valve, and when a cap is lost use the tire without one. This idea is entirely erroneous, says the United States Tire Company, and motorists who do not use the valve cap can expect valve trouble.

When the cap is not used there is every probability that sand and dirt will work down into the valve and ultimately produce a leak. While a tire remains inflated this dirt in some cases may do no harm. But when a new inflation is made the pump drives the dirt down into the valve and makes an airtight connection almost impossible.

Production Of Trucks Index To All Trades

The marvel of the business world, aside from the phenomenal production of automobiles this year, so far, is the "comeback" of the truck industry.

Last year trucks were a drug on every market in the world, and far more truck manufacturers were forced out of business than any other, in any line of business.

"Trucks, of course, are an indication of the actual business condition of the country to a greater degree than passenger cars," says George E. Clarke, Pacific Coast supervisor of the Republic Motor Truck Corporation.

"No firm buys a truck unless it can use that hauling unit for actual work, and make it pay them. They do not buy trucks because the body lines have changed or because some new wrinkle has been placed on the machine. They are the 'workers' of industry, and as such must pay their way.

"June was the best month in the history of the Republic Company's business, and July was as good, and August promises to keep pace with the last two months.

"During the first six months of 1922 the company sold more trucks than during the entire year of 1921.

"This simply shows that business is back to the point where increased transportaton units are needed, because of its growth.

"The truck industry is certainly an index of general business conditions."

Auto Aids Students In Meeting Studies

Forty Lehigh University students and instructors, traveling in seven automobiles, are covering mining districts of the Middle West and parts of Canada for a tour of inspection. The students are camping out and do their own cooking. They purchased the motorcars with the money that would have been paid in railroad transportation, and at the end of the trip the cars will be sold.

FARM PRODUCTS

According to the United States bureau of market crops estimates, over 150,000,000 tons of farm products are carried over the roads to the railroads, while, in addition, thousands of tons are carried directly to market points.

Correct Oiling A Big Factor

Power, speed, minimum friction and wear depend on correct lubrication. These and other important points to be taken into consideration in the selection of an automobile lubricant, such as piston clearance, carbon deposit and engine temperature.

An automobile engine having a four-inch bore will have when cold a clearance between its pistons and cylinders of approximately four one thousandths of an inch. When the same engine has been heated to operating temperature this clearance will have decreased 75 percent to about one one-thousandth of an inch. A successful lubricant under such varying conditions of clearance and temperature must be susceptible to rapid and complete distribution and at the same time have sufficient body to stand up. Zerolene, according to the statement of the Standard Oil engineers, "maintains the right body under all operating temperatures because the crude from which Zerolene is manufactured retains its chemical composition at high temperatures—its stability being preserved by the vacuum process of distillation used by the Standard Oil Company."

Stage Carries Big Load Always

If there is one Caddillac on the Western Coast that does a full day's work every day it is the touring car being used for stage service between Tia Juana, Mex., and Encenada.

Every day this Cadillac, in addition to its passengers, is loaded down with mail, freight and baggage. Every available spot on the running board, fenders and hood is employed. The car has been making the daily trip through this lower California country every day for several years, and has piled up an enormous mileage. This country is little known to motorists in California but is gradually being opened up and those who have made the run to Encenada say it is a most enjoyable trip, full of new experiences, and different country.

GAS CONSUMPTION

Nearly 500,000,000 gallons of gasoline were used during May. This is within 4,000,000 gallons of the high mark in August, 1921.

Old Cars 'Last Word' In Way Of Mechanics

There are improvements and refinements on the modern automobile that those who first built cars years ago would have thought impossible, and did.

The advent of the electric starting and lighting systems is only about ten years old. All cars had to be started by hand with a crank in the olden days.

"When the first electric starters were introduced men in the industry thought that they would never become universal.

In a recent check-up of the development of the industry it was found that the manufacturers themselves provided almost all the changes that have made motor cars easier to drive and more comfortable, and that these charges have been made first in those plants that build most of the cars right there.

"When a manufacturer builds almost all the parts for his car, and then assembles them into the finished product, he can improve his product right along without waiting for some parts maker to change his plans and supply the car maker with new ideas.

Closed Cars In Demand Now

The demand for closed cars is a distinctly outstanding feature of the automobile of 1922. Leading manufacturers anticipated it, but with all their preparations to meet the growing popularity of the permanently inclosed types, many have not been able to keep abreast of it.

One reason is that, as a whole, the automobile market of 1922 is far better than the most sanguine predictions at the beginning of the year.

The exceptionally heavy call for sedans and broughams is not to be wondered at when the attractive offerings of today are considered.

"At a medium price of an open touring car a few years ago, one now obtains a six-cylinder six-passenger sedan or five-passenger touring brougham, with aluminum body work beautifully finished, and upholstered in mohair velvet, with oxidised silver trimmings, dome lights, reading lights, temperature equipment—every refinement that automobile invention and art can suggest.

Safety Season All Year Now

"This is the safety season," says E. S. Jordan, special representative in traffic and safety for the National Automobile Chamber of Commerce, in a statement announcing essay prizes of $6,500 for school children and teachers. Jordan is the builder of the Jordan car.

"These are the months in which we can lower the accident records of previous years. It is not too much to hope that 1922 will see the 325,000 injuries figure of 1921 cut in half.

"The National Automobile Chamber of Commerce has voted to renew this year its 1921 offer of $5,000 in prizes for school children and $1,500 in awards to school teachers for the best essays and lessons on safety. Last year there were over 500,000 contestants. Awards have been made in the various states, and the national prize winners for 1921 will be decided upon shortly.

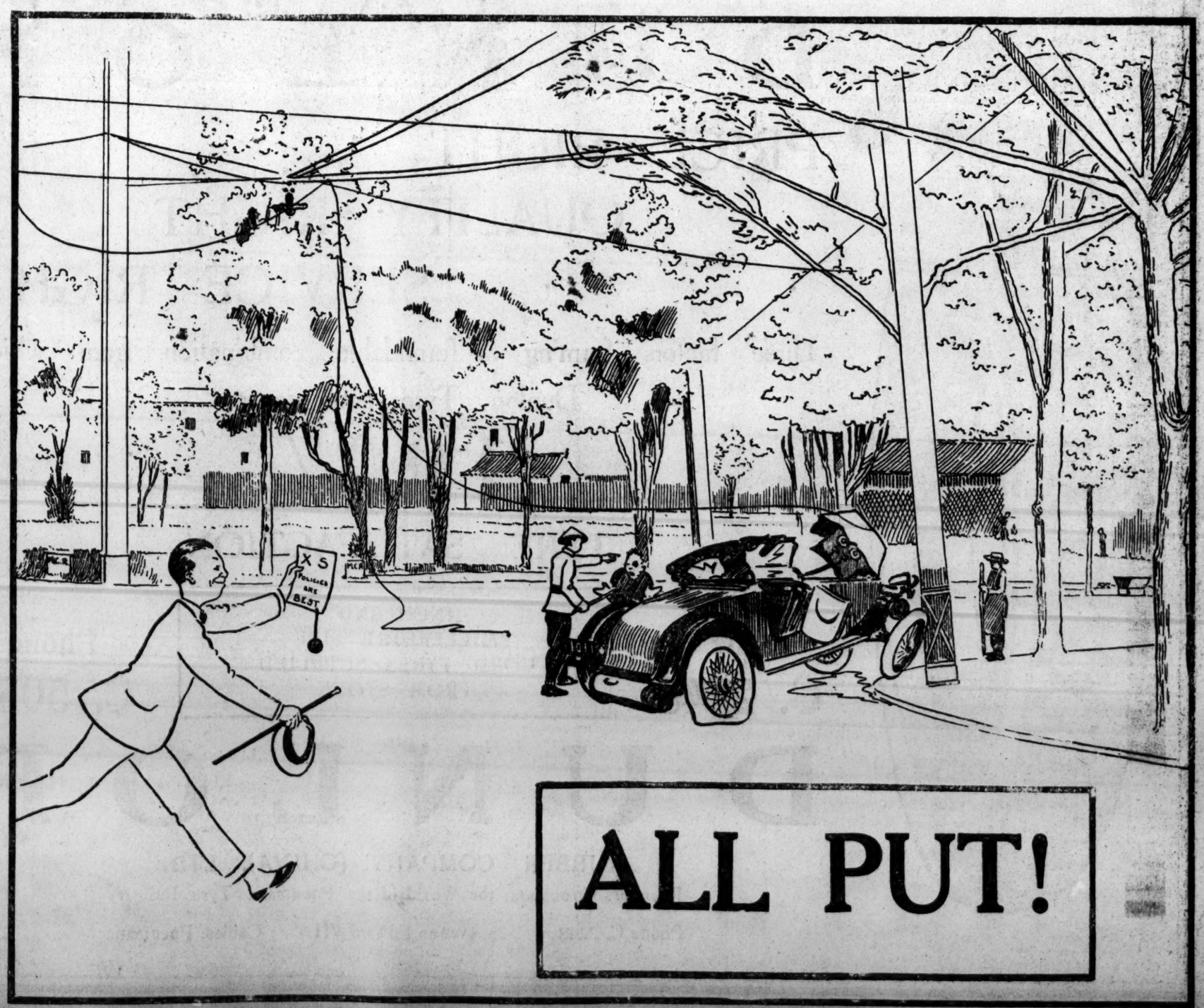
"The direction of the contest for 1922, as for 1921, will be by the highway and highway transport education committee, Washington, D. C., from whom details may be obtained. The competition is indorsed by the United States Bureau of Education.

"Many estimates have been made of the annual total of automobile injuries, but the correct figure is not over 325,000. The number of motor fatalities for the country in 1921 was 12,500. In the few sections where non-fatal accidents are recorded the ratio averaged about twenty-five persons injured to one killed, not including grade crossing accidents, where the ratio is about three to one. Massachusetts had twenty-one injuries to every fatality in 1921. New York city had twenty-five and one-tenth non-fatal accidents to every mortality. Application of the twenty-five to one ratio to the 12,500 gives 312,500.

"It is reasonable to believe that highways will have a better safety record in 1922, because the public is increasingly awake to the fact that individual transportation brings individual responsibility."

Watch Oil Gauge For Worn Bearing

Worn engine bearings may be detected by the oil gauge pressure. As the bearings wear the oil circulates more freely and the pressure drops. If a persistent drop in pressure is shown on the gauge and the regulator is known to be right, it is safe to assume engine bearing wear.



China Press Sports

SHANGHAI, SUNDAY, OCTOBER 8, 1922

SECOND CHOICE NAGS NOSE OUT FAVORITES ON SHANGHAI COURSE

Spectacular Card Of Eight Events Provided At Opening Fall Meeting—Two Ponies Spill Riders In Hurdle Race

Second choice favorites carried the day yesterday at the opening fall race meeting on the Shanghai Race Club course. Brilliant sunshine drew a throng that filled all of the stands and though the course still was somewhat heavy from recent wet weather a fair measure of thrills was afforded in the program of eight events. In general, dividend payments held to moderate levels and, in fact, the biggest payment of the day, running to $74.50 grew out of an upset in the first race.

Nine starters went out for this first race, which was the one hurdle race on the program, and after the start, expectations of the throng were dashed when the favorite Castfield, ridden by its owner Mr. Henry Morris, went down in what seemed to be a serious spill at the third jump with Stake Money which was ridden by Mr. Brand. All concerned emerged unhurt, however.

Silvaplana, ridden by Mr. Harper, had set the pace in the race and after the mischance to the favorite and Mr. Brand's pony it held first place through into the finish with Shake Down, ridden by Mr. M. O. Springfield coming in second place.

Another surprise followed in the second event when the favorite Sovereign Dahlia with Mr. A. N. Dallas up failed to place. Beau, ridden by Mr. Vida, second choice favorite, finished in second place. The King, ridden by Mr. Brand, won the race.

Retentive, ridden by Mr. Crokam, favorite in the third race also failed to score place and the race went to Roman Pride, ridden by Mr. Moller, which had been accorded second place in the opinion of the pari-mutuel devotees.

The favorite, Castle Sycee, ridden by Mr. F. A. Pollock, failed to live up to expectations in the fourth race, which was won in a close finish by Scepatic Dahlia, ridden by Mr. Frank Vida. The favorite took second place with Crowborough finishing third.

In the fifth race, a selling race, both favorites disappointed backers and the race was won by Rio Negro, ridden by Mr. Crokam, providing something of a surprise, as the pony had proved a disappointment in the showing it made at Kiangwan on last Thursday. Mr. White rode the pony White Poppy to second place and to a dividend of $61.20 in this event while Tangiers, ridden by Mr. Liddell came in third.

Again in the sixth race the second choice favorite, Petersfield, ridden by Mr. Morriss, finished in first place while the pony that had ruled as favorite, Trustland, ridden by Mr. A. N. Dallas succeeded only in taking second place. The veteran Rosbie, ridden by Mr. Bauld finished third in this race.

Berhill, second choice favorite won the seventh race in which Sir John with Mr. Crokam up, which had ruled as favorite failed to score place. Mr. Brand took second place in this race on The Dandy Bird and Mr. Knoll on Sunblaze finished third.

Mr. Toeg's black pony St. Lawrence provided some little entertainment for the crowd in the eighth race, but it was a performance that saddened the pony's backers—a characteristic that St. Lawrence seems to have developed, speedy racer that it is. After bolting a second time Mr. Crokam finding himself unable to head the beast sent it in to the stable. Starland, ridden by Mr. A. N. Dallas and Zaandam, with Mr. Heard up, were favorites in the last event and neither got a place. In a close finish the contest was won by Mr. C. R. Burkill's Free and Easy, ridden by Mr. Brand. Carlington, ridden by its owner, Mr. Liddell, finished second and Crowborough, ridden by Mr. Springfield finished third.

THE SUMMARIES

The summaries follow:

1.—The Auckland Hurdle Race.—For China PoniesAbout One mile and a quarter.

F. S. Gibbings' dun Silvaplana, Harper .....161—1
Powhattan's chestnut Shake Down, Springfield ....158—2
Scott's gray The Fieldfare, F. A. Pollock .....153—3

Also ran—Grey Bowler (Bowling), Djemnah (Dalgarno), Patsfield (Morriss), Stake Money (Brand), The Bandit (Hitch), The Brisand (Rea.)

Won by many lengths; three lengths between second and third.

Time—3:03 2-5.

Pari-mutuel—for win $29.50; for place $10, $22.50, and $74.50.

Members' Sweep—first 452, second 501 and third 215.

Unplaced—371, 258, 496, 575, 617, 250.

2.—The Kalgoorlie Cup.—For China ponies. Half a mile.

Mrs. C. R. Burkill's gray The King, J. K. Brand .....156—1
Stephen and Stitt's bay Benz, F. R. Vida .. 152—2
R. W. Wingrove's bay One of Them, Hugh Maitland .....148—3

Also ran: Suffolkshire (Benz 148,) White Lilac (White, 150,) Victoria (Bauld, 144,) Miserrimus Doleful (Pollock, 153,) Oxus (Crokam, 150,) Seafield (Heard, 153,) The Heron (Sleap, 156,) Sportsman Dahlia (O'Brien, 157.) Sovereign Dahlia (A. N. Dallas, 148,) Twenty-Two Carat (Springfield, 154,) Girondin (Hitch, 150,).

Won by two lengths; a head between second and third.

Pari-mutuel—for win, $44.40; for place, $13.40, $9.70, and $58.80.

Members Sweep.—1st Pony Ticket No. 378; 2nd Pony Ticket No. 25; 3rd Pony Ticket No. 762. Unplaced 99, 251, 671, 719, 462, 513, 13, 239, 511, 742, 547.

3.—The Felmington Handicap.—For China Ponies that have never started in a flat Race prior to January 1, 1922, and that have started in at least Two flat Races since that date. One Mile.

Hector Sassoon's gray Roman Pride Moller 160—1
Robinson's chestnut Moorfield Heard ..... 156—2
Robson's chestnut Harbin Brand ..... 150—3

Also ran—Multum in Parvo (Springfield, 152.) Fieldcroft, late Crowfield (Liddell, 158,) Retentive (Crokam, 158,) Chatsfield (Harper, 156.)

Won by—Many lengths; many lengths.

Time—2:10 4-5.

Pari-mutuel—for win $24.10; for place, $9; $10.10; $10.30.

Members' Sweep—first, 474; second, 317; third, 114. Unplaced —554, 434, 618 and 539.

4.—The Coogee Stakes.—For China ponies. One mile and a quarter.

Lbs.

Sir Paul's grey Scepatic Dahlia, Vida .....160—1
Messrs. N. L. Sparke and George Wilson's ches Castle Sycee, F. A. Pollock .....152—2
Mr. Cemo's ches. Crowborough, Maitland .....155—3

Won by a half length, two lengths. Time—2:49.

Also ran: Henry VII (Crokam), White Cloud (White), Mountebank (R. S. Dallas), Flying Fox (Sassoon).

PARI-MUTUEL

For win, $33.00; place first $9.20, second $6.90, and third $10.10.

Cash Sweeps.—first pony ticket 765, second 713, third 852. Unplaced —464, 219, 926 and 55.

5.—The Toowoomba Selling Race.

(Continued on Page 2)

Baseball Today!

This afternoon, starting at 2:30 o'clock, there will be a baseball game at the race track between Maloney's Maulers, a team composed entirely of players who constituted the regular Shanghai nine in the season just closed, and the aggregation from the Flagship Huron. Mal's team will be made up of the following players: Bruce or Hirsh, c; Maloney, Scott or Wynn, p; Wood, 1b; Thatch, 2b; Bills, ss; Howland or Holliday, 3b; Jack Smith, Holliday, Scott, Wynn and Hirsh in the outfield.

Baseball Tomorrow!

Tomorrow, at 2:30 o'clock, the teams from the Huron and the Black Hawk will mix again in an "official" game. The contest Friday, which went 13 innings, was only a "practice" game. If Friday's contest was only a "practice" game the battle tomorrow, being "official," ought to be a humdinger.

SPORT AND STAGE
BY DOMINO

THE PUBLIC SCHOOL SPIRIT

(Mr. G. M. Billings, in his speech to his past and present scholars—the victors in the Skottowe Cup Competition—last week, spoke of the fine results that were due to "the public school spirit." His words call to mind Newbolt's fine lines.)

There's a breathless hush in the Close tonight—
Ten to make and the match to win—
A bumping pitch and a blinding light,
An hour to play and the last man in.
And it's not for the sake of a ribboned coat,
Or the selfish hope of a season's fame,
But his Captain's hand on his shoulder smote—
"Play up! Play up! and play the game!"

The sand of the desert is sodden red,—
Red with the wreck of a square that broke;—
The Gatling jammed and the Colonel dead,
And the regiment blind with dust and smoke.
The River of Death has brimmed his banks,
And England's far, and Honor a name,
But the voice of a schoolboy rallies the ranks:
"Play up! Play up! and play the game!"

This is the word that year by year,
While in her place the School is set,
Every one of her sons must hear,
And none that hears it dare forget.
This they all with a joyful mind
Bear through life like a torch in flame,
And falling fling to the host behind—
"Play up! Play up! and play the game!"

* * *

THE FAR EAST PLAYERS

When the Toiya Maru docks in Shanghai next month it will have on board all the members of the new Frawley-Blood theatrical company. Last week brought me pages of news from "Tim," and he seems particularly pleased with the reception that has been given to both plays and players.

There is always a ready welcome waiting Frawley in Shanghai. This time it is good news to hear that he will not only direct, but will also essay a number of parts—all character. For the few playgoers that do not know "Tim" I cannot do better than quote what Mr. W. Renwick Smith has to say about him.

Besides being a director of national fame and a producer of dramatic repertoire on the Pacific coast, Tim Frawley is an actor. It's hard for him to tell, he says, which he prefers, acting or directing. He likes both and does both well. On this tour Mr. Frawley will play a number of character parts which should delight his old time friends. He will be seen as "Dad Bence," the father role in J. C. Nugent's comedy, "Kempy," as the Swedish father, an altogether finely chiseled characterisation in Eugene O'Neill's great drama, "Anna Christie" and in "Lawful Larceny," and "Smilin' Through." His role in "Anna Christie" will, perhaps, be the biggest dramatic thing he will do. O'Neill, America's best known young dramatist has drawn a marvellous picture of an old sea-captain in his "Anna Christie." "Smilin' Thru" will be the first offering at the Olympic somewhere about the middle of November.

* * *

THE SHRINERS

With Jack Raynes back from a happy time in the States, and with any amount of active support from Mena Silas and "Big" Blanchard, the merry minstrels are now shaping up well, and the voices becoming mellow with constant practise.

Last Thursday a number of the lads had their voices tried out to see if they were good enough for solo work, and any amount of excellent talent was discovered. Patstone, Barnes and Levis ought to give real pleasure with their offerings. Then there is Brooke, who has a first class basso, and Blanchard a rich baritone.

I saw the tailor kept very busy measuring up costumes—and they are certainly striking. Jack had brought a basketful of new ideas from his homeland. He expresses the opinion that the material at his disposal this year is better than that which proved so successful last Fall.

With a good chorus, some good soloists, any amount of keenness and funny end men, we can look forward to the latter part of this month as a time for merry minstrelsy.

* * *

THE MODERN MAID

She could swing a six pound dumb-bell,
She could fence and she could box,
She could row upon the river,
She could clamber 'mong the rocks;
She could golf from morn to evening,
And play tennis all day long—
But she couldn't help her mother,
'Cause she wasn't very strong!

* * *

SUZANNE'S LOVE SET

Rumor has it that Suzanne Lenglen has become engaged to a countryman of hers, and a first class tennis player. His name is Roger Danet. One fair tennis player hoped that her marriage would not put an end to her tennis. Her greatest pal said: "Of course not. This is Suzanne's Love Set. With Roger she will win the doubles championship as well as the singles."

* * *

EAST OF SUEZ

When Somerset Maugham, the famous English playwright, passed through Shanghai last year he hinted that he was so far away from home because he was in search of coloring for a new play he had in mind. Now we have it. "East of Suez" is in final rehearsal, or first performances by this time. Sixty pukkah Chinamen are in the cast. Basil Dean, the producer, I hear, tears his hair for hours together, but the author tells his friends that he is very happy about the results.

* * *

MORLEY PEEL

A long letter was received from Morley Peel last week. We still have pleasant recollections of this A.D.C.'ites fine performances in "The Pirates of Penzance" and in "Twelfth Night." He has been very busy with his favorite hobby, and has appeared in "Caesar's Wife," "Billeted" and "The Marriage of Kitty."

Mr. Acton Bond, the moving spirit of the "Empire Shakespearean Society," quite recently invited Mr. Peel to take part in a gala presentation of "Twelfth Night" and the clever amateur is probably now rehearsing the part of "Orsino" in that comedy.

* * *

JESSOP SCORING AGAIN

Jessop, the mightiest of smiters, and the idol of the cricketing world some years ago, is at cricket again. He isn't actually playing, but he has written a delightful book on the game called "A Cricketer's Log." He discusses in it all the wonderful old stagers, and has quite a deal to say about the various Test Matches in which he appeared. He places W. G. —— the great Grace —— on a pinnacle unto which none other can even aspire. Tom Richardson he accounts the fastest of bowlers. He is not too perturbed about the lack of success in the matches against Australia in 1920. He is still the cheery optimist who thinks that "The Ashes" will return to their native health in the near future.

* * *

THE BEST SELLERS

"Reports say that Mr. Lloyd George will receive ninety thousand pounds sterling for his forthcoming book."

Here is what a writer to the London Mail has to say about it:

They tell me of all the "best-sellers" that sell
That few can out-distance Miss Ethel M. Dell;

And I'd certainly like in my bank (wouldn't you?)
The money paid over to William Le Queux.

I am also informed that a regular cargo
Of bullion was pouched by the Memoirs of Margot;

And when I reflect on the debts that I owe,
I think of Hugh Walpole, Corelli and Co.

Mr. Hutchinson's volumes I buy, and I read 'em,
And with a great sum obtained I his *Freedom!*

And those who still harp on that out-of-date song

(Continued on Page 2)

Gharrity Is Safe

IN this remarkable action view, taken with an airplane camera at the Polo Grounds, New York, Gharrity, star catcher of the Washington Americans, is shown sliding safely into second base on a steal.

Good Cricket Displayed By Improvised Elevens

The match yesterday between the 'Probables' and 'Possibles' was called off on account of unsufficient players turning out. So instead a game was arranged with sides captained by G. M. Billings and Dr. O'Hara.

Billings' side batted first and made 211 runs, their opponents making 36 for 1 wicket when stumps were drawn.

H. B. Ollerdessen was again in fine fettle and scored 68 out of a total of 112 in an hour, his innings included 3 sixes and 5 fours. Leslie was the next highest run getter with 42 not out, showing us how he got his century in Hankow a fortnight ago.

The bowling all round was fairly good, though Leach and O'Hara appeared to appeal to the batsmen, appeared having 52 knocked off him for 52 runs, while O'Hara took 5 for 72.

Ollerdessen and Middleton opened the innings and Billings' side. The pitch was soft though easy and runs came at a fair pace.

Middleton was missed in the slips off Ollerdessen but succumbed to that bowler later, after scoring 24. Bathurst and Roberts followed in quick succession. Bichard who stayed in half a dozen overs also fell.

C. E. Ollerdessen who up till now had been keeping a very good length was taken off. He had taken 3 wickets for 29 runs.

H. B. Ollerdessen who had just made 50 sent up the 100 mark, having previously hit Leach for 20 in one over.

However he was caught by Clifford off O'Hara before his century came in sight and retired with 68 runs out of 112.

Leslie and Billings now got together and in an incredibly short time carried the score to 150 when Billings was also caught by Clifford off O'Hara.

Leslie continued his innings till the end, hitting freely and when the last wicket had fallen for 211 he remained unbeaten scoring 42 runs.

At 4:40 Billings' side took the field and fielded for an hour and a half while the in-side collected 36 runs.

Deeks and Divecha opened and after 50 minutes play 20 was signalled. Divecha was hitting his balls into the hands of slip, point, and cover, while Deeks managed to turn a few to leg. However after scoring 11 runs all in this way Deeks dropsecond over by Goldman off Wilson, O'Hara went in for one over, after which stumps were drawn, Divecha being not out 21.

The game will be continued today at 1:30 p.m. sharp:

BILLINGS' SIDE

Ollerdessen, c. Clifford, b. O'Hara	68
Middleton, b. Ollerdessen	24
Bathurst, b. Foster	2
Roberts, c. O'Hara, b. Ollerdessen	2
Bichard, c. Willis, b. Ollerdessen	2
Simpson, b. O'Hara	1
Leslie, not out	42
Billings c. Clifford, b. O'Hara	16
Wilson, b O'Hara	34
Owen, run out	2
Goldman, b. O'Hara	12
Extras	6
Total	211

Bowling Analysis

	O.	M.	R.	W.
Leach	8	–	52	–
O'Hara	16	–	72	5
Foster	8	–	23	1
Ollerdessen	8	2	29	3
Muller	2	–	12	–
Clifford	3.3	–	16	–

DR. O'HARA'S SIDE

Deeks, run out	11
Divecha, not out	21
Leach, c. Goldman, b. Wilson	1
Clifford, Willis, O'Hara, Norman, Foster, Ollerdessen, Thompson and Muller, did not bat.	
Extras	3
Total for 1 wicket	36

Bowling Analysis

	O.	M.	R.	W.
Billings	10	3	16	–
Wilson	9	1	20	1

American School Sports

Three letter men have returned to the American School, and will be the mainstays of the new five that will make a bid for basketball honors this Winter. Doy Squires, star center, will pilot the quintet through the coming season. Squires has had a lot of experience in local net games, having played on the S.A.S. team for three years. Parker and Wiens will doubtless be playing under the basket. The guards will be chosen out of new material, which is plentiful and eager for a chance to show their talent. The first call for candidates will probably be given the middle of November.

FOOTBALL OUTLOOK GOOD

Prospects are pointing towards a strong football team at the American School this Fall. Preliminary practices have already begun, and the squad will be getting on their feet this week. The boys looked rather stiff in their first collisions with the pigskin, and it will take several days to get the kinks out of their systems.

The eleven, like last year's team, will be comparatively light, probably weighing around 140 pounds, but will make up for lack of weight by speed. Brewster should be able to gain a lot of ground, and Squires will have the job of bucking the line, which was the vulnerable point in Shanghai's defense last year. There are several husky men in the line that will show their teeth to Shanghai. Rawlinson is figured to give Shanghai an unpleasant hour from the locality of center, and McGinn will help to raise the team average. The ends are light but scrappy, and it will require a lot of speed to get past them. School spirit will also play a potent part in holding a heavier rival to a close score.

CROSS COUNTRY PROSPECTS

Elliott Fisher, running ace of the American School, will lead the S.A.S. track contingent this year. After two weeks' cross-country running for endurance, the team is now getting ready for business. Collins looks good among the new men, and will be with Fisher in the mile. The captain is rapidly rounding into shape and should better his record, set in the Interscholastic sports last spring.

Pierce and Rawlinson have chased around the track and are expected to go strong in the quarter. Ford is also showing up well in this event and will be in good form in a couple of weeks, when the team will have their first tryouts in the police sports. It is possible that a Harriers Club meet will be staged about that time, and they will get additional practice in that. The S.A.S. fellows are smarting under their defeat last spring, and will make a strong bid for the Pierce-Merriman shield this year. The Hanbury squad is elated over their recent triumph and is keen to have another try against the American boys.

Schoolboys appear to have taken a deeper interest in track this season than ever before. Previous to the track and field work next Spring, there will be several cross-country races. Here as well as on the cinders, the American School will be represented by a strong group of runners. Caldwell Waters, and David, who set new records last year, are gone, and Fisher stands out as the leading runner in the local schools. With Hager, Wiens, Pierce, and Collins pushing along with him, the S.A.S. have a team that should prove winners.

GIANTS BEAT YANKS AGAIN IN WORLD SERIES BATTLE

(Reuter's Service)

New York, Oct. 7.—The baseball replay between the Giants and the Yankees in the World Series today was won by the former, the score being three runs to nil.

Note—There is some uncertainty as to how many games have been played thus far in the World's Series at New York between the Giants and Yankees. According to a Reuter despatch received last night and dated "Oct. 7" (Saturday) the game recorded below was a play-off of a tie. In the radio messages the game is spoken of as the Giants' "second victory." Apparently the series started on Wednesday instead of Thursday, as previously announced. At the time these messages were received Saturday's game could not have been played, for it was then only 9 a.m. Saturday, in New York.

The New York Nationals are out, apparently, to make a clean sweep of the present series in New York, as they have won two of the five victories needed to cinch the title. In Friday's game, a tabulated score of which, made up from a radio inning-by-inning report received here yesterday, the Nationals made mince meat of Miller Huggins' crew, smearing them with a beautiful coat whitewash.

The dauber was wielded by John Scott, the old Chicago White Sox pitcher, who started to play baseball with his brother, Jawn Scott of the Shanghai team, back in the early eighties. He was opposed by Waite Hoyt, the youthful phenom who stood the McGrawmen on their heads in the first games of the series last year, but his opposition didn't amount to much this time, apparently, since the Giants got to him for a dozen blows.

The Giants got their first markers in the third session, which Scott opened with a single. Ward then booted Bancroft's grounder, Scott going to third. Groh hit to Hoyt, and Scott was run down, Hoyt to Dugan, Bancroft, in the meantime, moving up to third. Frish drove out a sacrifice fly, scoring Bancroft and sending Groh to third, from where he scored on Meusel's single.

In the seventh the Giants scored again. Smith and Scott were disposed of in this frame when Bancroft got a walk, Groh singled, sending the shortstopper to third, from where he scored a minute later on a hit and run play engineered by Frisch, McNally ended the inning by tossing out Emil Meusel.

The paid attendance at this game broke all previous world's series record, the goodly number of 37,620 cash customers paying their way through the turnstiles. Following is the box score:

	AB	R	H	PO	A	E
Bancroft, ss	4	2	0	1	4	0
Groh, 3b	4	1	2	2	2	0
Frisch, 2b	3	0	2	2	5	0
Meusel, lf	4	0	1	1	0	0
Young, rf	4	0	3	2	0	0
Kelly, 1b	3	0	1	16	0	0
Cunningham, cf	3	0	1	2	0	0
Smith, c	4	0	1	1	1	0
Scott, p	4	0	1	1	2	0
Totals	33	3	12	27	15	0

	AB	R	H	PO	A	E
Witt, cf	4	0	0	0	0	0
Dugan, 3b	3	0	1	2	2	0
Ruth, rf	4	0	1	0	0	0
Pipp, 1b	4	0	0	9	0	0
Meusel, lf	3	0	1	3	0	0
Schang, c	3	0	1	1	2	0
Ward, 2b	3	0	1	4	1	1
McNally, 2b	1	0	0	1	1	0
Scott, ss	4	0	0	2	2	0
Hoyt, p	2	0	1	2	2	0
Smith, x	1	0	0	0	0	0
Jones, p	0	0	0	0	0	0
Totals	31	0	6	24	10	1

xbatted for Ward in the seventh.

Earned runs, Giants 3; Stolen bases, Pipp; Sacrifice fly, Frisch; Sacrifice hit, Kelly; Struck out, by Scott, Bancroft; Two base hit, Schang; Bases on Balls, Bancroft, Cunningham; Innings pitched, by Scott nine, by Hoyt, seven, by Jones one; Winning pitcher, Scott, Losing pitcher, Hoyt.

Score by innings.

Yankees	0	0	0	0	0	0	0	0	0	—0
Giants	0	0	2	0	0	0	1	0	x	—3

'Y' WEBFOOTS TOO FAST FOR TEAM FROM ST. JOHN'S

Downtown Swimmers Defeat University Men By Count Of 33 To 14

An aquatic contest between teams representing St. John's University and the Shanghai Y.M.C.A., at the latter's natatorium, was won by the downtown swimmers.

The contests were very spirited, and developed some fine races. In the 100 yard event, free style, C. Siemsen of the "Y" got off to a good start which he maintained until nearing the finish, when he was overtaken by Wong, of St. John's, who won the event in an exciting finish. The 60 yard event and the relay race were equally exciting, Siemsen winning the former and the Y.M.C.A. men the latter. At the conclusion of the matches it was found that the "Y" had won 33 points, and St. John's 14. Mr. Samuel Pan acted as starter. The "Y" team was captained by F. J. Schlager, and St. John's leader was Mr. Oa Kai-lieu. The summaries follow:

One length (1st heat)—1st Siemsen, 2nd Schlager (Y.M.C.A.), 3rd Oa Kai-lieu (St. John's). Time—9 4-5 sec.

One length (2nd heat)—1st C. V. Gensen, 2nd Roche (Y.M.C.A.), 3rd Zung Dong-chi (St. John's).

100 yards (free style)—1st Wong (St. John's), 2nd Siemsen (Y), 3rd F. J. Schlager (Y.M.C.A.).

One length (final)—1st E. Roche (Y), 2nd C. V. Gensen (Y), 3rd Schlager (Y.).

20 yards (under water)—1st Roche (Y.), 2nd Oa Kai-lieu (St. John's), 3rd Siemsen.

100 yards (back stroke)—1st C. V. Gensen, 2nd Zung Dong-chi (St. John's), 3rd Ling Zu-sing (St. John's).

220 yards (free style)—1st A. J. Roxburgh (Y.M.C.A.), 2nd Wong (St. John's), 3rd Naughton (Y.).

60 yards (free style)—1st Siemsen (Y.), 2nd Roche (Y.), 3rd Oa Kai-lieu (St. John's). Time—37 4-5 sec.

100 yards (Breast stroke)—1st Wong (St. John's), 2nd Schlager (Y.), 3rd Chow (Y.).

Relay Race—Won by the Y.M.C.A. team: A. J. Roxburgh, Schlager, Gensen, Roche and Siemsen. Roche of Y.M.C.A. and Wong of St. John's won most of the points.

MIXED DOUBLES END BRITISH WOMEN'S TENNIS SEASON

Concluding Matches Won By Mrs. Samson And Mr. Mancell

The concluding matches in the series of tennis contests arranged by the British Women's association were played yesterday at the home of Mr. C. D. Coutts, these being the mixed doubles.

There were nine couples entered, each couple playing all the others, or a total of 56 games. At the conclusion of the day's play the winners were Mrs. Ernest Samson and Mr. A. H. Mancell, this pair having won 49 out of 56 games.

The next best among the point winners were the teams composed of Mr. and Mrs. Peppercorn, and the Rev. and Mrs. Hall.

After the games were finished the prizes for the year were distributed by Mrs. W. F. Bichard, who, with a graceful little speech, complimented the winners upon their successful efforts.

Prizes were given to Mrs. Wilkie and Mrs. E. P. Graham-Barrow, winner and runner up, respectively, of the singles; to Mrs. Pearson and Miss Pringle, winners of the doubles, and to the successful contestants in yesterday's matches.

Sport And Stage

(Continued from Page 1)

That all is Nat Gould that glitters are wrong.

The sums that are earned by Sir Hall, who is Caine,
Are more than sufficient to stagger one's brain;

And I find that I work myself up in a frenzy
At the royalties handed to Compton Mackenzie.

Now Mr. Lloyd George means to enter the field,
And a cool ninety thousand his volume will yield!

His autobiography's certain to be
Deserving of some quite munificent fee;

But can it be right, with suicides rife,
That the Premier should make an attempt on his *Life*?

* * *

IN SYMPATHY

"Now," thundered the school teacher on a morning of unusual dansky on the part of his scholars, "you are all blockheads, but there must be one among you who excels in something, even if only in crass ignorance. Let the biggest dunce in the school stand up."

The invitation was more in the nature of "bluff" than anything else; but, to the teacher's surprise, one stolid-visaged lad rose to his feet.

"Oh," purred the master, "I am glad to see that one of you has the honesty to admit his ignorance."

"Tain't that, sir," said the youthful satirist; "but I 'adn't the 'art to see you standin' there by yourself!"

NOT 'ARF!

Bill was telling a war story. "So we started out from Wipers," he said.

"Ypres," said the old lady, very correctly.

"Well, as I was saying, we went from Wipers——"

"Ypres," said the old lady.

"We set out, as I say, and after four days up in the line we was back again in Wipers."

"Ypres," said the old lady.

The soldier stopped and looked at her pityingly.

"You ain't 'alf got iccupps," he said.

Favorites Have Bad Day At Local Races

(Continued from Page 1)

—For all China ponies. 7 furlongs.

	lbs.	
Mr. Toeg's brown Rio Negro, Crokam	150	1
Mr. K. Gu's grey White Poppy, White	147	2
Mr. Liddell's grey Tanglers, Liddell	153	3

Won by a half length, a half length. Time—1:55 3-5.

Also ran: Bright Eyes (Sokoloff), Christmas Toy (Heard), Kinda (Bauld), Wild West (Springfield), Liberalist (Knoll), Assurance (Harper), Willesden (Maitland), Inniskilling (Pollock) and Yanish (O'Brien).

PARI-MUTUEL

For win, $34.80; place first $18.40, second $6.20 and third $32.20.

Cash Sweeps.—first pony ticket 361, second 395, third 940. Unplaced—959, 362, 110, 10, 118, 185, 560, 703 and 465.

6.—The Brisbane Handicap, A Class.—For all China ponies. 1 mile and three furlongs.

	lbs.	
Mr. Henry Morriss' brown Petersfield, Morriss	155	1
Mr. Day's brown Trustland, A. N. Dallas	159	2
Mr. Rennik's grey Rouble, Bauld	149	3

Won by a length and a half, many lengths. Time—3:05 4-5.

Also ran: The Oriole (Sleap), Standlight (Moller), Empire Dahlia (Vida) and Guldborg (Crokam).

For win, $25.10; place first $7.60, second $6.60 and third $11.80.

Cash Sweeps.—first pony ticket 542, second 491, third 302. Unplaced—941, 456, 468 and 504.

7.—The Brisbane Handicap, B. Class. For all China ponies.

	lbs.	
Messrs. Austin and Heard's bay Barrhill, Heard	146	1
Mr. Robson's bay Dandy Bird, Brand	155	2
Mr. Liddell's grey Sunblaze, Knoll	149	3

Won by one length, three lengths. Time—3:07.

Also ran: Patapouff (Springfield), The Copper Bird (Bowlas), Speyside (Liddell), Skylark (O'Brien), Liability (Pollock), Lone Star (Pollock), Last Call III (A. N. Dallas), Carbon (Moller), Nordborg (Maitland) and Sir John (Crokam).

PARI-MUTUEL

For win, $27.50; place first $10.10, second $15.90 and third $9.90.

Cash Sweeps.—first pony ticket 395, second 127, third 612. Unplaced—215, 846, 1012, 252, 551 23, 200, 193, 878 and 996.

8.—The Randwick Plate.—For China ponies that have started in a flat race at this Club's Extra Race Meetings, 1922, and that have not won more than two flat races since April 30, 1922. ¾ mile.

	lbs.	
Mr. C. R. Burkill's grey Free and Easy, Brand	149	1
Mr. Liddell's grey Carlington, Liddell	152	2
Mr. Cemo's ches. Crowborough, Springfield	165	3

Won by a head, a half length. Time—1:36 1-5.

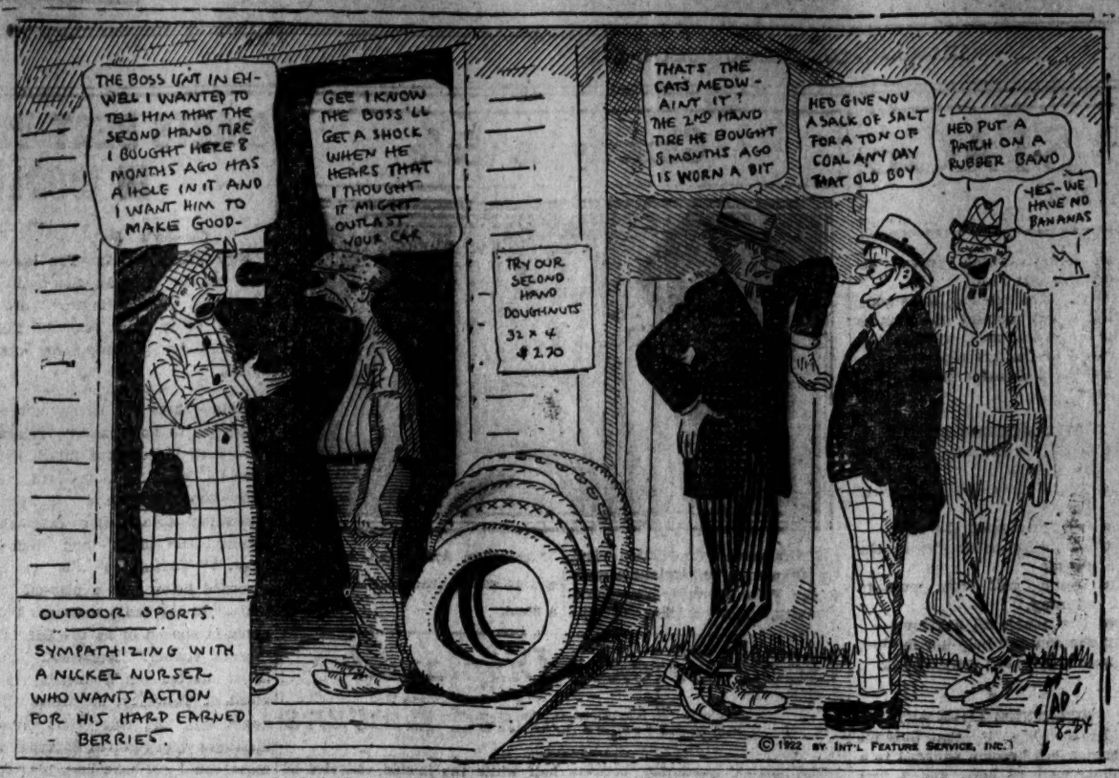
Also ran: Chatsfield (Knoll), Cape Horn (Bauld), Moonlighter (Moon), St. Lawrence (Crokam), Starland (A. N. Dallas), Grand Slam (Benz), Zaandam (Heard), Guise (Maitland) and St. Pauls (Vida).

PARI-MUTUEL

For win, $42.00; place first $13.80, second $23.00 and third $20.30.

Cash Sweeps.—first pony ticket 226, second 209, third 872. Unplaced—453, 214, 585, 202, 708, 350, 952 and 748.

OUTDOOR SPORTS By Tad


THE BOSS ISN'T IN EH- WELL I WANTED TO TELL HIM THAT THE SECOND HAND TIRE I BOUGHT HERE 8 MONTHS AGO HAS A HOLE IN IT AND I WANT HIM TO MAKE GOOD-
GEE I KNOW THE BOSS'LL GET A SHOCK WHEN HE HEARS THAT I THOUGHT IT MIGHT OUTLAST YOUR CAR
TRY OUR SECOND HAND DOUGHNUTS 32 x 4 $2.70
THAT'S THE CATS MEOW - AINT IT? THE 2ND HAND TIRE HE BOUGHT 8 MONTHS AGO IS WORN A BIT
HED GIVE YOU A SACK OF SALT FOR A TON OF COAL ANY DAY THAT OLD BOY
HED PUT A PATCH ON A RUBBER BAND
YES-WE HAVE NO BANANAS
OUTDOOR SPORTS
SYMPATHIZING WITH A NICKEL NURSER WHO WANTS ACTION FOR HIS HARD EARNED BERRIES.
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American School Notes

Three hundred and six students are enrolled at the Shanghai American School, a number greater than the record attendance at the close of last year. Something over a hundred are in the high school. Twelve boys and five girls are members of the graduating class, which is nearly double the size of any senior class of previous years.

* * *

Foundations of six of the buildings of the new School, which are being erected simultaneously, are nearing completion. The brick work will be begun some time next week. Over forty children are enrolled in the primary department in Frenchtown. With these new buildings completed the attendance mark is expected to near 500.

* * *

The track squad, under the leadership of Elliott Fisher, is hard at work, and has entered upon the period of intensive training for the Harriers' Club Meet which will probably be staged October 21. The outlook for a strong cross-country team is bright this year, with Fisher, Hager, Collins and Weins back, and it is hoped that they will be able to take the cup for keeps next Spring. Besides these fellows who are sure to come in at the first, there are a number of other lads who show promise enough to give the Public School speed demons an interesting race. A number of the short-distance runners are hoping to get into the Police sports on October 28. The entries for this meet will be rather limited, as there will be only two open events, the 100 and 440 yards.

* * *

Several members of the faculty and student body are spending the week-end in Hangchow, where they went to see one of China's greatest attractions, the famous bore.

* * *

Miss Marriette Mead, formerly a member of the American School staff, is on a trip to the Yangtsze Gorges, and will be gone a month or more.

* * *

Friends of the S.A.S. who were entertained by "Bulbul" last Spring, will be pleased to learn that the new operetta, "Pocahontas," will be presented next February 7, 8, and 9. The music arrived a week or ten days ago, and there have already been several rehearsals. Miss Bernice Austin, who also directed 'Bulbul,' is not yet prepared to state who the characters will be, but will make a definite announcement in a few days.

* * *

The first issue of the 'S.A.S. Nooze," came from the press a week ago. Those interested in the American School and desirous of the details of school life will certainly find them in this splendid student publication. Subscriptions may be obtained from the business manager, William Woods.

* * *

Students interested in radio were given a treat Monday morning, when they were addressed by Dr. Faulkes, of the Northern Presbyterian board, on that subject. He has seen the latest innovations in that line, and suggested many new ideas to the S.A.S. boys, who are not at all behind the times themselves, as several of them have possessed wireless outfits a number of year.

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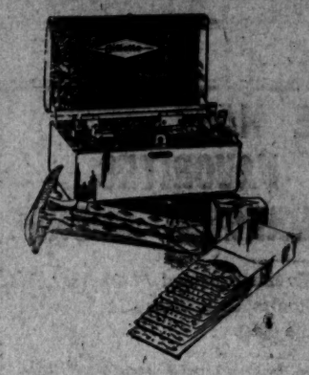

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2. Overhanging Cap
3. Adjustable Short Flosure
4. Channeled Guard
5. Micrometric Precision

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WHAT'LL YOU HAVE - SIR?
ARE YOU TRYIN' TO KID ME?
See BARNEY GOOGLE and His SWEET WOMAN Every Day In THE EVENING STAR.

Bringing Up Father

1
WHO IS THAT GUY?
YOU MEAN WHO IS THAT HE IS WITH!
WHEN YOU GET BACK TO THE OFFICE - MISS JONES - SEE THAT ALL THESE LETTERS ARE SENT OUT!

2
LOOK NOW. DINTY:
BY GOLLY. WHO IS THAT GUY?
THIS TELEGRAM JUST ARRIVED AT THE OFFICE. I THOUGHT IT MIGHT BE IMPORTANT SO I BROUGHT IT OVER:

3
HE MUST HAVE A WONDERFUL BUSINESS.
IF I WUZ WORKIN FER HIM - I'D NEVER BE LATE!
MR. I. SELLEM IS WAITING TO SEE YOU AT THE OFFICE SHALL I TELL HIM YOU'LL BE OVER SOON?
YES-

4
I'D LIKE TO HAVE A BUSINESS LIKE THAT.
THAT ISN'T A BUSINESS - IT'S A PLEASURE. SO LONG - I'LL SEE YOU TONIGHT AT THE BALL.

5
WELL - MAGGIE I'M GONNA GIT DRESSED NOW - I'M GONNA GO TO THE RIVET THROWERS' BALL.
YOU'RE GOING TO GET DRESSED BUT YOU ARE GOING TO CALL ON THE SMITH'S WITH ME!

6
THAT'S THE GUY I SAW TODAY!
MR. SMITH - I WANT YOU TO MEET MY HUSBAND.
I'VE BEEN SO BUSY - I WAS AFRAID I WAS GOING TO MISS THIS OPPORTUNITY OF MEETING HIM.

7
I WISH MY HUSBAND WERE IN BUSINESS - IT WOULD DO HIM SO MUCH GOOD.
I'D LIKE TO BE YOUR PARTNER.
GOSH! YOURE JUST THE MAN I NEED - WILL YOU CALL TOMORROW? YOU CAN START RIGHT IN AS MANAGER.

8
JAMES - BRING ME A FLOWER FER ME COAT.
YES - SIR!

9
I'D LIKE TO SEE MR. SMITH - TELL HIM IT'S MR. JIGGS CALLIN'!
OH! HE EXPECTS YOU - GO RIGHT IN!

10
WELL - HERE I AM!
AH! FINE - JUST A MINUTE UNTIL I GET MY COAT!

11
WHERE ARE YOU GOIN'?
COME ON - YOU ARE TO HAVE THE UPTOWN MANAGER'S OFFICE!

12
COOL TODAY. HUH - BOSS?
RATS!!
GEO McMANUS